

# Policy and Sustainability Committee

**10.00am, Tuesday, 6 October 2020**

## West Edinburgh Update

Executive/routine Wards	Executive 1, 2, 3, 7
Council Commitments	<a href="#">2, 4, 6, 7, 10, 18, 19</a>

### 1. Recommendations

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- 1.1 Policy and Sustainability Committee is asked to:
  - 1.1.1 Note the progress made to date in delivering infrastructure improvements in the West Edinburgh area;
  - 1.1.2 Note the progress made in discussions with Edinburgh Airport Ltd and the current position on the new link road;
  - 1.1.3 Note the findings of the Phase 1 report of the West Edinburgh study on inclusive and sustainable growth; and,
  - 1.1.4 To agree the approach for Phase 2, to develop a vision for West Edinburgh and recognise the importance of aligning this with the preparation of the proposed City Plan 2030, and to refer the report to Council to authorise the Executive Director of Place to enter into this contract.

**Paul Lawrence**

Executive Director of Place

Contact: David Cooper, Commercial Development and Investment Manager

E-mail: [david.cooper@edinburgh.gov.uk](mailto:david.cooper@edinburgh.gov.uk) | Tel: 0131 529 6233

# Report

## West Edinburgh Update

### 2. Executive Summary

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- 2.1 This report provides an update on recent progress and developments including the spatial study for West Edinburgh to maximise inclusive and sustainable growth. The output from Phase 1 of the study is now complete and is provided in Appendix 1. The report also explains that Phase 2 of the study will be developed alongside the preparation of the proposed City Plan 2030 and provides an update on the infrastructure needed to support planned growth in this area.

### 3. Background

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#### Committee Activity

- 3.1 At a meeting of 30 August 2018 a [motion](#), as amended, requested that the Housing and Economy (now Housing, Homelessness and Fair Work) Committee be presented with information on West Edinburgh and options for accelerating infrastructure delivery, in particular the new airport link road.
- 3.2 On the [24 January 2019](#) a report was provided setting out high level options for delivery of a new link road and advising of the ongoing discussions with Edinburgh Airport Ltd.
- 3.3 It was agreed following the revision of Committee remits in 2019 that this work would be reported to Policy and Sustainability Committee given its cross cutting and strategic nature. A report was provided on [1 October 2019](#).
- 3.4 An All Party Oversight Group (APOG) for West Edinburgh has been established.

#### West Edinburgh – Overview

- 3.5 Proposals for the development of West Edinburgh were originally established in May 2008, when the Scottish Government published the West Edinburgh Planning Framework (WEPF), which identified the area as being of national importance in terms of economic development potential. In order to support these proposals, the West Edinburgh Transport Appraisal (WETA) was undertaken and was published in February 2010. It set out a phased approach to how development in the area might progress which informed transport demand and the package of infrastructure required.

- 3.6 West Edinburgh has remained as strategic development area since this time and this is reflected in the current National Planning Framework, the South East Scotland Strategic Development Plan and the Edinburgh Local Development Plan. The WETA has also been revisited as plans have evolved and the most recent refresh was completed in December 2016.
- 3.7 The WETA was developed in partnership with other stakeholders in the West Edinburgh area and there is general agreement that the infrastructure identified is the right package to support growth in the area. Since the West Edinburgh Planning Framework was first developed the tram and the Edinburgh Gateway Station, which were identified as necessary improvements, have subsequently been delivered.
- 3.8 In terms of progress made with development delivery, this has been limited and is largely due to the slow economic recovery since the last recession and the fact that the significant development areas are not infrastructure ready. Edinburgh Airport has, however, undergone significant change during this period and the growth in passenger numbers was closely following the predictions set out in WETA (although this has been dramatically interrupted by Covid-19).
- 3.9 A sizeable area of West Edinburgh is identified within the Local Development Plan for Edinburgh as a Strategic Development Area. This also includes three Special Economic Areas which are areas “of national or strategic economic importance, providing or with the potential to provide a significant number of jobs”; those areas being Edinburgh Airport, the Royal Highland Centre and the International Business Gateway.

## **4. Main report**

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### **Development Update**

- 4.1 There are a range of ownerships across the area broadly identified as West Edinburgh and consequently there is a variety of land uses, masterplans and planning applications at different stages. A summary of significant recent activity is:
- 4.1.1 Edinburgh Airport has seen continual growth in passenger numbers with this estimated to reach 13.1 million passengers by 2020. The Edinburgh Airport Masterplan 2016 highlights how airport owners Global Infrastructure Partners (GIP) aim to grow and develop the airport to meet this growth over a 25-year period. The masterplan sets out the development strategy for the proposed terminal and airfield expansion, and supporting ancillary facilities to 2025 and 2040, with further speculative development planning to 2050.
- 4.1.2 Edinburgh Airport owners GIP have also set up Crosswinds Developments as an independent company to take forward a mixed-use development of a 150-acre site that includes the airport’s disused second runway. Ownership of the land in question will be transferred from Edinburgh Airport to Crosswinds Developments in due course. The development company has undertaken stakeholder consultation and an application for planning permission in principle was submitted in August 2020. The Crosswinds

development site is within the Strategic Development Area but is designated as operational airport land in the Local Development Plan. A detailed assessment of economic, transport and environmental impact will need to be undertaken. This will also need to identify what additional infrastructure requirements would be generated by the development.

- 4.1.3 The International Business Gateway is a proposed strategic business-led mixed-use development on a 136ha site between Edinburgh Airport to the north and the A8 to the south. The development has planning policy support being listed in the National Planning Framework (NPF3), the Strategic Development Plan (SESplan) and the adopted Local Development Plan for Edinburgh. Phase 1 (west) was granted planning permission in principle by the Development Management Sub-Committee on 8 May 2019, subject to a legal agreement being signed. The application was called in by the Scottish Government and is being considered by the Scottish Ministers. Phase 2 (east) has yet to be submitted. When previously reported this land was being marketed for sale. It is understood that this process is now coming to a close and that the outcome will be known soon. Officers will engage with any new owners.
- 4.1.4 Proposals to build 655 homes, including 164 affordable units, on a site adjacent to Cammo were approved by Development Management Sub-Committee on 22 May 2019, subject to the legal agreement being signed. The permission has now been issued and construction work is underway.
- 4.1.5 A Planning Permission in Principle was approved in June 2018 for the Maybury site as allocated for residential development in the LDP. This was for a residential development of up to 250 new homes and associated landscaping, open space and access. Following the grant of planning permission in principle a masterplan for the development site has been approved and the first application for the delivery of housing was submitted in August. This is for the first phase of affordable housing.
- 4.1.6 A part of the land promoted as the Garden District, known as East of Millburn Tower received a notice of Intention to Grant Planning Permission. This was issued by Scottish Ministers in May 2020. A legal agreement is now being drafted and will be submitted to Ministers for consideration.
- 4.1.7 At Edinburgh Park a detailed planning application was submitted in May 2020 for the development of a residential led mixed use development. The proposals include office, hotel and 1700 new dwellings.
- 4.1.8 Detailed permission has also now been granted for the delivery of housing adjacent next to Craigs Road.

- 4.2 All of these proposed developments generate the need for new infrastructure in the area and major investment is required. The 2016 West Edinburgh Transport Appraisal identified £108m of works required including the widening of the road between Gogar and Maybury; a new link road; and bus infrastructure. Detailed



permission has been granted for the delivery of housing adjacent next to Craigs Road.

- 4.3 As part of the delivery of these key sites within the area legal agreements have been secured on the sites at West Craigs and Cammo. This has secured transport interventions with direct delivery by developers in a number of areas.

### **Strategy for Infrastructure Delivery**

#### Developer Contributions

- 4.4 The current approach being taken by the Council is that the delivery of the WETA infrastructure package should be development led and the Council's Local Development Plan Action Programme and related supplementary planning guidance on developer contributions reflect this strategy. The supplementary guidance on developer contributions has been approved by the Council but, after review by the Scottish Government, the Scottish Ministers' directed that the Council not adopt it. Since then applications have been assessed on developer contributions through review and update of the obligations defined by the draft supplementary guidance and legal agreements are being negotiated in connection with planning applications which the Council are minded-to-grant on this basis.

#### Edinburgh and South East Scotland City Region Deal

- 4.5 The Edinburgh and South East Scotland City Region Deal has included funding provision for transport related works in West Edinburgh and a business case will need to be developed and agreed through the City Region Deal governance arrangements. It is likely that this will deliver some of the WETA works package. Approximately £36m of funding has been identified for this purpose with £20m allocated by the City Region Deal partners and the Council contributing £16m.
- 4.6 Work is now progressing on the scoping work to identify the priority West Edinburgh Transport Appraisal (WETA) measures to be delivered through the funding that is currently available. The remainder of the programme will be broadly delivered in three stages, as follows;
- 4.6.1 Stage 1 will develop an Options Appraisal, Preliminary Designs and Outline Business Case, and will target completion by the end of summer 2021.
- 4.6.2 Stage 2 will deliver the Final Business Case, Detailed Designs, the required Statutory Powers and Procurement of Construction Contractors. This work will commence in summer 2021 and further details of the Stage 2, such as timelines, will be informed and updated as Stage 1 develops.
- 4.6.3 Stage 3 is the Construction and Implementation phase of the agreed final package of interventions.

Regular progress updates will be presented to the City Region Deal Transport Appraisal Board as appropriate during the next phases of the programme.

#### Airport Relief Road

- 4.7 As stated above, the land that the second runway is on will be transferred from Edinburgh Airport to Crosswinds Developments in due course to be promoted for

development purposes. However, Edinburgh Airport will submit an application for planning permission for the creation of a new access road linking the Airport to Gogar Roundabout. This would require passing over land owned by the Council so would require the Council's support. Scoping work is now largely complete on the design of the road and a planning application to be submitted in the near future. The process was paused as a result of Covid-19 but discussions are ongoing with the Edinburgh Airport and it has renewed its commitment to the project.

- 4.8 Work on the proposed Memorandum of Understanding between the Council and Edinburgh Airport is on hold. It is likely that this will not be developed further until the scoping work is complete and there is a clearer understanding of works to be delivered and associated costs. It may also be appropriate to await the outcome of the planning application before agreeing terms.
- 4.9 The consultant teams in relation to both the Airport Relief Road and the City Region Deal prioritisation work have been tasked with working together to ensure a coordinated approach.

### **West Edinburgh Study**

- 4.10 Given the various proposals and development being brought forward, and the importance of West Edinburgh locally, regionally and nationally a study was undertaken to look at its inclusive and economic growth potential.
- 4.11 The commissioning partners for this West Edinburgh study are The City of Edinburgh Council, Scottish Government, Scottish Futures Trust and Scottish Enterprise, and the project team also includes Transport Scotland and Skills Development Scotland.
- 4.12 Aecom was appointed in September 2019 as the lead partner of a multi-disciplinary team to undertake this work. The Phase 1 report has been completed by the consultancy team and agreed by the commissioning partners and is provided at Appendix 1. The full background reports can also be made available upon request.
- 4.13 It should be noted that the Phase 1 report does not represent a new spatial strategy for West Edinburgh but rather an establishment of the socio-economic baseline and assessment of the pros and cons of different delivery approaches.
- 4.14 The study has adapted the broad principles of the inclusive growth diagnostic framework in order to identify, characterise and prioritise the fundamental constraints to inclusive economic growth in West Edinburgh. This has ultimately led to the identification of potential solutions to overcoming these barriers, or 'drivers for inclusive growth'. The study has focussed on the following key outcomes:
  - 4.14.1 Interrogating, testing and refining the economic, environmental and social baseline of the area to identify the challenges and opportunities relevant to the region;
  - 4.14.2 Identification and quantification of barriers to inclusive growth in West Edinburgh and proposed drivers to address these;

- 4.14.3 Future visioning to understand what West Edinburgh might look and feel like over time;
  - 4.14.4 Development and assessment of high-level spatial Propositions and associated indicative interventions to stimulate inclusive growth; and
  - 4.14.5 Assessment of the impact of each Proposition on stimulating inclusive growth objectives when considered against ease of delivery.
- 4.15 These findings were presented to the West Edinburgh APOG on 23 September 2020.
- 4.16 Alongside this process, the Council has also consulted on its Choices for City Plan 2030 document: the Main Issues Report for the next Local Development Plan. This stage of the plan process is used to highlight development options and allow consultation on the preferred approach and reasonable alternatives. Within the document, Choice 14 set out options for future growth in West Edinburgh, including the use of an 'area of search' to accommodate the findings of the current West Edinburgh study, and allocations for development at the safeguarded Royal Highland Showground site to the south of the A8 and the 'cross-winds' runway.
- 4.17 The area of search approach was generally supported (76% of those commenting on it), but both options for development received mixed support, with most comments stating the development would be premature in advance of the outcomes of the West Edinburgh study. Nonetheless there was marginal support for the proposals with 54% of those commenting on removing the Royal Highland Showground safeguard supporting that measure and 56% of those commenting on the proposal to allocate the 'cross -winds' runway for development supporting that measure.
- 4.18 The scope for the next phase of this project is being finalised by the commissioning partners. Three Work Packages have been established and these are set out as follows:
- 4.18.1 Work Package 1 – Review & Horizon Scanning (End of October). This will involve a review and refresh of Phase 1 data along with analysis of any new data such as Covid-19 impacts. The 'Development Pipeline' and 'Infrastructure Commitment' drawings will also be updated to act as a baseline for Phase 2. Working with the partners the key output from this stage will be the development of a new 'Vision' for West Edinburgh. This will be supported by a strategic appraisal of transport, environmental and land use implications for preferred option, including principles of access and integration.
  - 4.18.2 Work Package 2 – Engagement (End of November). This will involve engaging with partners and key stakeholders to obtain feedback on the proposed Vision with ongoing refinement of the Vision happening.
  - 4.18.3 Work Package 3 - Refinement and Delivery (End of December). The output of this phase of work will be a finalised Vision for West Edinburgh. This will be accompanied by a zoning plan for preferred option, including monitoring

and delivery framework and consideration of prioritisation of the transport commitments required. Analysis will also be provided of economic growth potential for preferred Vision.

- 4.19 The project involves colleagues from the City Plan 2030 project team and the above timeline is being embedded in the City Plan 2030 programme. Due to the time pressures and the need to get the Phase 2 work underway, this Committee is being asked to agree the approach and refer to Council for approval as this is the quickest route to being able to start this work.
- 4.20 Once completed the work will be brought back to this Committee for consideration.

## 5. Next Steps

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- 5.1 The next steps in taking forward this work are as follows:
  - 5.1.1 Continue the work on the preparation of a West Edinburgh Strategy to be taken forward in conjunction with the City Plan 2030 (as outlined above)
  - 5.1.2 Continue to work through the South East Scotland City Region Deal partnership arrangements to agree infrastructure priorities and a delivery programme for West Edinburgh.
  - 5.1.3 Continue discussions with Edinburgh Airport and other key stakeholders in the area with a view to establishing working arrangements for delivery of development and infrastructure.
  - 5.1.4 Report to Committee in spring 2021 on the outcomes of this work and seek approval of the new strategy.
- 5.2 There is likely to be a requirement to report to other Council committees throughout this process given the range of remits that this work is likely to cut across.
- 5.3 This report does not make detailed recommendations in relation to interventions that the Council may wish to make in the West Edinburgh area and as a result there are no measures of success detailed at this stage. In general terms, however, the measures of success against which any such intervention would be assessed, would be along the following lines:
  - 5.3.1 That the package of improvements addresses current pressures on the transport network while also delivering on strategic transport objectives in relation to modal shift and sustainability;
  - 5.3.2 That the agreed package of works complements any package of works agreed through the City Region Deal;
  - 5.3.3 That the agreed package of works catalyses 'good growth' in the area; and,
  - 5.3.4 That any financial outlay agreed by the Council is recovered through the funding arrangements agreed for such a project.
- 5.4 These outline measures of success will continue to be developed further alongside any proposals that are brought back to Committee for further consideration.

## **6. Financial impact**

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- 6.1 There are no additional costs to the Council associated with this report. The Phase 2 West Edinburgh Strategy work (outlined above) will cost £57,000. The funding for this work will be met from existing budgets and contributions from the other commissioning partners; Scottish Government, Scottish Futures Trust, and Scottish Enterprise.
- 6.2 Despite the progress being made in infrastructure delivery it is still envisaged at the current time that there will be a funding shortfall in relation to the WETA package of works. Any proposals to take forward the delivery of infrastructure and meet the funding shortfall would need to be considered in relation to the financial impact on the Council. There are a number of finance options that could be considered. These range from forward funding by the Council or a private sector partner using commercial borrowing or borrowing from the Public Works Loan, through to more involved financial models such as the Growth Accelerator Model (GAM). Consideration of all appropriate funding options will be provided once the funding position is clearer and potential interventions have been identified.

## **7. Stakeholder/Community Impact**

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- 7.1 The approved spatial and infrastructure strategies stated in this report have all been developed through consultation with key stakeholders in the area and the wider public.
- 7.2 Consultation has been carried out with external partners in designing the scope and brief for the West Edinburgh study. Stakeholder consultation will form a part of the ongoing study. It should also be noted that this study will be used to assist with the development and delivery of the next LDP – City Plan 2030. This is the process by which any changes to the plans for West Edinburgh will be agreed and consultation will be carried out in line with statutory requirements.
- 7.3 Further consultation and engagement will take place in relation to Phase 2 of the West Edinburgh work and wider public consultation will take place once there is a proposed West Edinburgh Strategy.
- 7.4 Any further reports setting out proposals for delivery of improved access arrangements or would consider sustainability and community impacts and the expectation would be that any programme of works would be developed as part of a wider programme to ensure that 'modal shift' is realised in line with stated targets. A consultation and engagement strategy for any subsequent delivery project would be put in place as part of the project.

## **8. Background reading/external references**

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- 8.1 Edinburgh Local Development Plan
- 8.2 West Edinburgh Transport Appraisal (WETA)
- 8.3 Edinburgh Local Development Plan – Action Programme
- 8.4 Choices for City Plan 2030 – Consultation Key Findings and Next Steps – Planning Committee [12 August 2020](#)

## **9. Appendices**

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- 9.1 Appendix 1 – West Edinburgh Study - Stage 1 Findings Report.



# WEST EDINBURGH SPATIAL STRATEGY FOR INCLUSIVE GROWTH

Phase 1 Report | July 2020





Table 1: Quality Information

Version	Date	Prepared by	Reviewed by	Checked by	Approved by
V1 Draft	March 2020	Fraser Blackwood (Associate), Jude Barber (Collective Architecture), John Boyle (Rettie & Co.)	Ryan Blair (Consultant)	Fraser Blackwood (Associate)	Gayle Adams (Regional Director)
V2 Final	July 2020	As above	As above	As above	As above

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*“The strategic and cohesive COORDINATION of existing and future assets in West Edinburgh which balances growth in prosperity with social equity and sustainability, CONNECTING opportunities and creating a PLACE which provides CHOICE and promotes DIVERSITY for local, regional and wider communities...”*

A Vision for Inclusive Growth in West Edinburgh

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# CONTENTS

<b>1. Introduction</b>	<b>5</b>	3.4 Identification of Inclusive Growth Drivers	46
Executive Summary	6	<b>4. West Edinburgh Could Be...</b>	<b>49</b>
1.1 Introduction	8	4.1 Introduction	50
1.2 The Nature & Purpose of a Spatial Strategy for Inclusive Growth	8	4.2 Case Studies	51
1.3 Summary of Approach	8	4.3 Future Visioning	52
1.4 Defining Inclusive Growth in West Edinburgh	10	<b>5. Inclusive Growth Strategy</b>	<b>55</b>
1.5 Overview of Consultation	12	5.1 Introduction	56
1.6 Relationship with Other Plans, Policies and Guidance	13	5.2 Assessment Methodology	56
<b>2. West Edinburgh Today</b>	<b>21</b>	5.3 Propositions	58
2.1 Introduction	23	5.4 Summary of Propositions	64
2.2 Approach to Baseline Assessment	23	<b>6. Option Deliverability and Impact</b>	<b>65</b>
2.3 Socio-Economic Data Analysis	24	6.1 Introduction	66
2.4 Existing Land Use	34	6.2 Deliverability Matrix	67
2.5 Conclusions of Socio-Economic and Land Use Baseline and Identification of Inclusive Growth Barriers	36	6.3 Summary of Assessment	68
2.6 Key Stakeholders Baseline Feedback	37	6.4 Overview of Next Steps	68
2.7 Identification of Inclusive Growth Barriers	39		
2.8 Barriers Summary of West Edinburgh Today (SWOT)	40-41		
<b>3. Inclusive Growth Diagnostic</b>	<b>43</b>		
3.1 Introduction	44		
3.2 Characterisation of Inclusive Growth Barriers	44		
3.3 Prioritisation of Inclusive Growth Barriers	45		





**Introduction**

**01**



# EXECUTIVE SUMMARY

## West Edinburgh and the Need for a New Spatial Strategy

West Edinburgh should be happening.

In 2014, Scotland's Third National Planning Framework (NPF 3) established a vision for West Edinburgh as *"a successful business-led city extension which fulfils its potential for international investment, new jobs and high quality of place"*, while also recognising that continued co-ordination and planning would be required in order to achieve this. The policy framework to facilitate sustainable growth in West Edinburgh filtered down from NPF 3 to the adopted Edinburgh Local Development Plan (LDP) through the South East Scotland (SES) Plan (2013) where the area was recognised as a Strategic Development Area and a *"highly sustainable location in which to focus new development"*. More recently, the Edinburgh and South East Scotland City Regional Deal (ESES CRD) has recognised the regional significance of West Edinburgh and has committed to help unlock development delivery through up to £20 million of capital funding on appropriate public transport infrastructure.

Despite this policy backing, investment and resulting growth in West Edinburgh has not been as extensive or influential as envisaged, and the potential of the area has not yet been fully realised.

The West Edinburgh Spatial Strategy for Inclusive Growth (WE-SSIG) seeks to do more than just facilitate *"a business-led city extension"*. West Edinburgh offers more than that: an exciting opportunity to deliver the benefits of inclusive economic growth in the South East of Scotland and beyond, building upon the strength of Edinburgh and the surrounding regions to balance increased prosperity with greater social equity.

In this context, AECOM, in partnership with Rettie & Co. and Collective Architecture ('the Project Team') are supporting City of Edinburgh Council (CEC), the Scottish Government (SG), the Scottish Futures Trust (SFT) and Scottish Enterprise (SE) ('The Delivery Partners') in investigating the impact of development within West Edinburgh and utilising this to develop a new vision and overarching spatial strategy for inclusive growth.

Phase 1 of the WE-SSIG is presented in this Report and will ultimately

inform a more defined spatial strategy which will be used to assist with the preparation of future policy and delivery plans for physical development, investment and infrastructure projects in the area, most notably City Plan 2030.

## What is Inclusive Growth ?

The overarching aim of the WE-SSIG is to identify mechanisms to maximise inclusive and sustainable growth in West Edinburgh, based on the outcomes of a sound evidence base. The notion of inclusive growth first appeared in Scottish policy in the Government's 2015 Economic Strategy and since that time the definition and purpose has varied and evolved. However, the Scottish Government's latest definition...*"Growth that combines increased prosperity with greater equity: that creates opportunities for all and distributes the dividend of increased prosperity fairly"*... provides an overarching standard from which to approach the challenges of delivering inclusive growth.

The assessment of inclusive growth is further defined by the Scottish Government's 5Ps (Productivity, Population, Participation, People and Place) Outcomes Framework, whereby decision-making is framed against these five critical factors which all have an influence on delivering sustainable outcomes. The 5Ps therefore shape the fundamental basis of the WE-SSIG.

In light of the above, and for the purposes of the WE-SSIG, inclusive growth has been defined as:

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*"The strategic and cohesive COORDINATION of existing and future assets in West Edinburgh which balances growth in prosperity with social equity and sustainability, CONNECTING opportunities and creating a PLACE which provides CHOICE and promotes DIVERSITY for local, regional and wider communities..."*

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This definition has been developed in consultation with key stakeholders with a shared interest in West Edinburgh and ultimately defines the primary aspiration for the WE-SSIG and provides the basis and a shared





purpose to guide future decision-making in West Edinburgh.

### **Propositions for Change**

Through interrogation of baseline socio-economic and environmental data, as well as consultation with key stakeholders, the WE-SSIG examines barriers to inclusive growth in West Edinburgh, assesses the relative importance of these barriers and seeks to establish potential interventions to overcome these. With reference to these barriers and interventions, a number of Propositions have been developed, to encourage thinking around potential drivers for achieving the aspiration of inclusive and sustainable growth in West Edinburgh. It is envisaged that the interventions considered through these Propositions will inform Phase 2 of the WE-SSIG which will establish a preferred option for implementation and delivery. The Propositions for West Edinburgh are summarised as follows:

1. Growing Social Resilience.
2. Local Connections & Open Space.
3. Regional Mobility & Energy Hub.
4. Influencing Market-Led Proposals.
5. New City District(s).

Each Proposition facilitates a number of indicative interventions for change which have been assessed against site-specific criteria determined using the 5Ps outcomes framework for inclusive growth to establish their significance in delivering key objectives. Significant consideration is also given to carbon reduction aspirations.

### **Delivering Change**

The Phase 1 Report culminates in the assessment of each intervention being considered in terms of deliverability against the predicted effect on stimulating inclusive growth in West Edinburgh. To assess this, each inclusive growth driver identified within the strategic Propositions has been assessed quantitatively against deliverability (time, public finance and extent of delivery partners) and impact (time, geographical influence

and the number and extent of barriers addressed).

Of the five Propositions presented, the most favourable when considered on balance between deliverability and impact is Proposition 4, 'Influencing Market-Led Proposals' with Proposition 5 having the strongest influence and Proposition 1 being the most straightforward to deliver.

Notwithstanding this, there are a number of interventions within each Proposition which need to be explored further to determine the extent to which they could combine to help deliver the aspiration for inclusive growth in West Edinburgh. Phase 2 of the WE-SSIG will seek to determine a preferred option for delivering this change, ultimately determining a spatial strategy for inclusive growth to inform future policy and delivery plans for physical development, investment and infrastructure prioritisation in the area.



# 1. Introduction

## 1.1 Introduction

In 2014, NPF 3 established a vision for West Edinburgh as “a successful business-led city extension which fulfils its potential for international investment, new jobs and high quality of place”, while also recognising that continued co-ordination and planning would be required in order to achieve this. The policy framework to facilitate sustainable growth in West Edinburgh filtered down from NPF 3 to the adopted Edinburgh Local Development Plan (LDP) through the South East Scotland (SES) Plan (2013) where the area was recognised as a Strategic Development Area and a “highly sustainable location in which to focus new development”. More recently, the Edinburgh and South East Scotland City Regional Deal (EESCRD) has recognised the regional significance of West Edinburgh and has committed to help unlock development delivery through up to £20 million of capital funding on appropriate public transport infrastructure.

Despite this, as National Planning Framework (NPF) 4 and the Edinburgh City Plan 2030 seek to establish a new policy framework to manage the development and use of land in the long term public interest, the vast potential of West Edinburgh to contribute to local, regional and national economic growth remains largely unrealised.

West Edinburgh should be happening.

## 1.2 The Nature & Purpose of a Spatial Strategy for Inclusive Growth

A spatial strategy is foremost, a practical tool. It is intended to coordinate strategic change within a defined area, over time, and is nestled between planning policy and design.

However, the West Edinburgh Spatial Strategy for Inclusive Growth (WE-SSIG) seeks to do more than just facilitate “a business-led city extension”. West Edinburgh offers more than that. It offers an exciting opportunity to deliver the benefits of inclusive economic growth in the South East of Scotland and beyond, building upon the strength of Edinburgh and the surrounding regions to balance increased prosperity with greater social equity.

In this context, AECOM, in partnership with Rettie & Co. and Collective Architecture (‘the Project Team’) are supporting City of Edinburgh Council (CEC), the Scottish Government (SG), the Scottish Futures Trust (SFT) and Scottish Enterprise (SE) (‘The Delivery Partners’) in investigating the impact of development within West Edinburgh and utilising this to

develop a new vision and overarching spatial strategy for inclusive growth in the area: defining the future role of West Edinburgh and identifying measures to unlock and support this vision with targeted investment and a range of appropriate land uses.

This Report outlines the findings of Phase 1 of the WE-SSIG and will ultimately inform a more defined spatial strategy which will be used to assist with the preparation of future policy and delivery plans for physical development and infrastructure projects in the area, most notably City Plan 2030.

## 1.3 Summary of Approach

The overarching aim of the WE-SSIG is to identify mechanisms to maximise inclusive and sustainable growth in West Edinburgh, based on the outcomes of a sound evidence base. This Report presents the findings of Phase 1 of the WE-SSIG which has focussed on the following key outcomes:

- Interrogating, testing and refining the economic, environmental and social baseline of the area to identify the challenges and opportunities relevant to the region;
- Identification and quantification of barriers to inclusive growth in West Edinburgh and proposed drivers to address these;
- Future visioning to understand what West Edinburgh might look and feel like over time;
- Development and assessment of high level spatial Propositions and associated indicative interventions to stimulate inclusive growth; and,
- Assessment of the impact of each Proposition on stimulating inclusive growth objectives when considered against ease of delivery.

Figure 1A outlines the methodology applied to achieve each outcome and the associated section of the report where the findings are presented.

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*Growth that combines increased prosperity with greater equity: that creates opportunities for all and distributes the dividend of increased prosperity fairly.*

Inclusive growth, Scottish Government

”



# 1. Introduction

**Table 1.1 – Approach and methodology**

Key Outcome	Summary of Approach and Methodology	Section of Phase 1 WE-SSIG Report
Baseline Assessment	<p>The economic, environmental and social baseline has been collated through 3 main sources: (i) Interrogation of publicly available socio-economic data sets, (ii) coordination of key land use designations, development pipelines and environmental constraints and opportunities, and (iii) extensive consultation with key stakeholders recognised as having an interest or specialist knowledge of the area.</p> <p>Stakeholders were asked specifically to consider the current performance of West Edinburgh against the 4 key aspirations of the Scottish Government's 'Successful Scotland' as identified in National Planning Framework 3.</p> <p>The data collated was subsequently distilled into a Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis which was tested further and refined at a 'Project Partners' workshop.</p>	2.0 West Edinburgh Today Appendix A Socio-Economic Data, Appendix B Land Use Maps, Appendix C Transportation Maps
Identification of barriers to inclusive growth and associated drivers for change.	<p>Following the baseline data collation and extensive consultation with key stakeholders, a number of barriers to inclusive growth in West Edinburgh were identified and defined. Again, these were tested and refined through the Project Partners workshop and subsequently prioritised and weighted against 'inclusion', 'growth' and 'low carbon' objectives, leaning on the broad guidance provided in the Inclusive Growth Diagnostic Dashboard published by Scotland's Centre for Regional Inclusive Growth (SCRIG).</p> <p>Inclusive growth drivers (i.e. mechanisms to break down the identified barriers in West Edinburgh) were then identified through the data interrogation and engagement process.</p>	3.0 Inclusive Growth Diagnostic
Future visioning of what West Edinburgh might look like and feel like in the future.	<p>As part of the Project Partner workshop a number of case studies of similar-scale spatial strategies across Europe were presented in order to inspire a creative approach to solutions to inclusive growth in West Edinburgh.</p> <p>This supplemented feedback from the stakeholder questionnaire which challenged respondents to establish a Vision for West Edinburgh across the next 30 years in line with the key themes identified in Edinburgh's City Vision 2050.</p>	4.0 West Edinburgh Could Be... Appendix D Case Studies
Development and assessment of spatial Propositions.	<p>With reference to the barriers to inclusive growth and identification of potential drivers to overcome these, a number of Propositions for delivering inclusive growth in West Edinburgh have been identified by the Project Team. These can be summarised as follows:</p> <ol style="list-style-type: none"> <li>1. Growing social resilience.</li> <li>2. Local Connections and Open Space.</li> <li>3. Regional Mobility and Energy Hub.</li> <li>4. Influencing Market-led Proposals.</li> <li>5. New City District(s).</li> </ol> <p>Each option facilitates a number of indicative interventions which have been assessed against site-specific criteria determined using the Scottish Government's '5P's' outcomes framework for inclusive growth (Productivity, Population, Participation People and Place) to establish their significance in delivering key objectives. Data sheets are provided which highlight the key characteristics of each Proposition.</p>	5.0 Delivering Inclusive Growth
Consideration of deliverability of each Proposition versus impact on social inclusion.	<p>The Phase 1 Report culminates in the assessment of each Proposition being considered in terms of deliverability against the predicted effect on stimulating inclusive growth in West Edinburgh.</p>	6.0 Option Deliverability & Impact App. E Deliverability Scoring Matrix



# 1. Introduction

## 1.4 Defining Inclusive Growth in West Edinburgh

### 1.4.1 What do we mean by 'Inclusive Growth' ?

The notion of inclusive growth first appeared in Scottish policy in the Government's 2015 Economic Strategy which was underpinned by four key priorities: internationalisation, investment, innovation and inclusive growth. Since that time the definition of inclusive growth has varied and evolved to allow the principle to be applied across policy thinking and implementation. While the Scottish Government's latest definition of inclusive growth provides an overarching guide from which to frame the WE-SSIG, it was considered essential that this was distilled further to apply directly to the local context of West Edinburgh. For this reason, our stakeholder questionnaire included the following key question:

**What is your understanding of "inclusive growth" and as a key stakeholder, where do you see your role in delivering this objective in West Edinburgh?**

The feedback received was varied as demonstrated in the examples outlined adjacent. In general however, a number of key themes emerged which allowed the Project Team to develop a vision for inclusive growth in West Edinburgh. This was further tested and refined during the Project Partner workshop and has become the overarching sense of mission for the WE-SSIG, truly reflecting the deeply shared vision of key stakeholders and creating a purpose to guide future decision-making in the area.

“

*"The strategic and cohesive COORDINATION of existing and future assets in West Edinburgh which balances growth in prosperity with social equity and sustainability, CONNECTING opportunities and creating a PLACE which provides CHOICE and promotes DIVERSITY for local, regional and wider communities..."*

A Vision for Inclusive Growth in West Edinburgh

”

### 1.4.2 What do we mean by West Edinburgh?

Recognising that West Edinburgh has a role at local, regional and national scales, a hard boundary for the study area has not been defined in Phase 1 of the WE-SSIG. However, it is assumed that the broad parameters extend: east-west from the western edge of 'urbanised' Edinburgh which is largely defined by the A720 city bypass, to the border of West Lothian Council; and north-south: from the Firth of Forth to the boundary of Midlothian Council region. This largely correlates with Map 21 of the City of Edinburgh Council's Choices for City Plan 2030 as demonstrated below under Section 1.6.

It is re-iterated however that the focus and extent of the WE-SSIG looks to have influence beyond these zones and this should not therefore be seen as a defined boundary to focus physical development or implement drivers for inclusive growth.



# 1. Introduction



**Figure 1B**  
Stakeholder feedback on Inclusive Growth



# 1. Introduction

## 1.5 Overview of Consultation

The conclusions presented in Phase 1 of the WE-SSIG are informed by feedback from an extensive period of consultation which was undertaken as part of the assessment process. Engagement revolved around 2 main stakeholder groups and consultation formats, as detailed below:

### 1.5.1 Key Stakeholder Consultation

Table 1.1 below outlines the key stakeholders identified as having a specific interest or specialist knowledge of West Edinburgh who responded to the request to engage with the WE-SSIG. Ultimately, these are the organisations who will have a responsibility to support the delivery of inclusive growth in the area. Three different information gathering techniques were utilised to allow a flexible approach to information gathering:

- Face-to-face interviews;
- A request for technical information/data; and,
- A questionnaire

**Table 1.2 – Summary of Stakeholder Engagement Feedback**

Key Stakeholder
Crosswinds Development Ltd.
Currie Community Council
Edinburgh Airport
Fife Council
West Craigs/Lloyds
Heriot Watt University
Heritage Environment Scotland
Murray Estates
Napier University
New Ingliston Ltd.
Parabola
Ratho & District Community Council
Royal Highland & Agricultural Society of Scotland (RHASS)
Scottish Environment Protection Agency
Scottish Natural Heritage
Scottish Water
SESTRANS
Taylor Wimpey
West Lothian Council
Wallace Land

This process sought not only to inform the baseline assessment, but also the wider objectives of determining the current barriers to inclusive growth in West Edinburgh, setting a shared vision for the area and identifying potential interventions to facilitate positive change in the area. The outcomes of the stakeholder engagement process are referenced throughout this Phase 1 Report.

### 1.5.2 Project Partners Workshop

On 18th February 2020, a workshop was held with key project partners who maintain responsibility or interest in facilitating inclusive growth in West Edinburgh. The purpose of the workshop was to:

- Provide a broad overview of the WE-SSIG objectives and test assumptions developed through the stakeholder consultation.
- Gather further information relating to the area: both existing and proposed.
- Develop ideas for visioning, inclusive growth drivers and delivery going forward.

Organisations represented at the Project Partners Workshop included:

- CEC Planning Policy, Transport and Economic Development.
- Scottish Government.
- Transport Scotland.
- Skills Development Scotland.
- Scottish Futures Trust.
- Scottish Enterprise.

The outcomes of the workshop are discussed further throughout the Phase 1 Report.



**Figure 1C**  
Project Partners Workshop



# 1. Introduction

## 1.6 Relationship with Other Plans, Policies and Guidance

West Edinburgh is engrained in the national, regional and local policy frameworks which facilitate and direct future development in the locality, highlighting the area's strategic importance for economic growth. The following key plans, policies and guidance documents were consulted in Phase 1 of the WE-SSIG to establish the broad direction of national and local government priorities for future growth in the region. It should be noted however, that with NPF 4 and the Edinburgh City Plan 2030 on the short-term horizon and Strategic Development Plans (SDPs) being re-prioritised under the Planning (Scotland) Act 2019, the land-use policies which govern decision making in West Edinburgh are fluid.

As such, while the WE-SSIG recognises the existing policy framework in West Edinburgh, this has not restricted the identification of options for future change in the area. Rather, the WE-SSIG seeks to provide a refreshed evidence base to inform the new wave of land use policy and national and local government priorities for inclusive growth, setting a new framework for future decision-making in the area.

### 1.6.1 National Considerations

#### National Planning Framework (NPF) 3 (2014)

NPF 3 is the spatial expression of the Government's Economic Strategy, and of plans for development and investment in infrastructure. NPF 3 identifies national developments and other strategically important development opportunities in Scotland, providing a spatial strategy which shows where there will be opportunities for growth and regeneration, investment in the low carbon economy, environmental enhancement and improved connections across the country. As with Scottish Planning Policy, NPF 3 frames the strategy for Scotland around a vision for (i) A successful, Sustainable Place, (ii) a Low Carbon Place, (iii) a Natural Resilient Place and (iv) a Connected Place. These outcomes formed the basis of setting the current baseline performance of West Edinburgh as reported in Chapter 2 of this Report.

NPF 3 describes West Edinburgh as *"a significant location for investment, with the airport, the National Showground and the International Business Gateway. Development here will require continued co-ordination and planning to achieve a successful business-led city extension which fulfils its potential for international investment, new jobs and high quality of place"*. In addition, strategic enhancement of Edinburgh Airport (amongst other national airports) is formally designated as a 'national development', and support is given for expansion in line with published

masterplans. At Edinburgh Airport specifically, *"provision is also made for the re-location of the Royal Highland Showground, and ensuring that the major land users in the area continue to have a co-ordinated approach to development"*.

#### National Transport Strategy (NTS) 2 (2020)

The NTS presents Transport Scotland's vision for Scotland's transport system over the next 20 years, which is: *"a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors"*. The Vision is underpinned by 4 key priorities:

- Reducing inequalities;
- Taking climate action;
- Delivering inclusive economic growth; and,
- Improving health and wellbeing.

Overall, the Scottish Government's purpose is to focus on creating a more successful country with opportunities for all of Scotland to flourish through increased wellbeing, and sustainable and inclusive economic growth. This means creating a society that offers equal opportunity and ensures the benefits from a stronger economy are shared fairly. Inclusiveness and equality are key ingredients to the NTS.

#### National Performance Framework

Aligned with the UN Sustainable Development Goals, the NPF is the Scottish Government's performance management tool and *"aims to reduce inequalities and gives equal importance to economic, environmental and social progress"*. The Framework is underpinned by the following key objectives:

- Create a more successful country;
- Give opportunities to all people living in Scotland;
- Increase the wellbeing of people living in Scotland; and,
- Create sustainable and inclusive growth.

The Framework highlights that while inclusive growth is a policy objective, it is cross-cutting.



# 1. Introduction



**Figure 1C**  
National Performance Framework Outcomes



# 1. Introduction

## 1.6.2 Regional Considerations

### SESplan Strategic Development Plan (SDP) (2013)

SESplan is the Strategic Development Planning Authority for Edinburgh and South East Scotland and their published spatial strategy promotes a pattern of growth across the six member authorities: The City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian. The overall vision of SESPlan is that *"By 2032, the Edinburgh City Region is a healthier, more prosperous and sustainable place which continues to be internationally recognised as an outstanding area in which to live, work and do business"*. Note that under the implementation of the Planning (Scotland) Act 2019, Strategic Development Plans will be brought to a close. Despite this, there is a commitment by CEC that City Plan 2030 will be consistent with the approved SDP.

The SDP identifies West Edinburgh as a Regional Core and Strategic Development Area and encourages associated Local Development Plans to direct further development to these areas through an appropriate phasing and mix of uses. Specific to West Edinburgh, the SDP supports a commitment of 800 new housing units and highlights that *"The area is an attractive location for inward investment and as well as airport expansion proposals includes the development of a new multi-modal station at Gogar, the relocation of the Royal Highland Centre, the creation of an International Business Gateway (IBG) and the resolution of the Gogar Burn flooding issues"*.

### South East Scotland Transport Partnership (SEStran) Regional Transport Strategy 2015-2025, Refresh (2015)

SEStran is the statutory Regional Transport Partnership for the South East of Scotland, encompassing eight local authorities: City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian. Based on four key objectives (economy, accessibility, environment and safety & health), SESPlan's refreshed Regional Transport Strategy presents a realistic strategic approach to developing transport in the SEStran area.

The report generally forecasts additional congestion across the modelled area of West Edinburgh and suggests the implementation of a previously committed package of road and bus priority improvements around the airport as identified in the Transport Infrastructure Study for West Edinburgh (CEC, July 2011). Note the outcomes of this Study are largely superseded by the West Edinburgh Transport Appraisal which is discussed under 'Local Considerations' below.

### Edinburgh and South East Scotland City Region Deal (ESES CRD)

The £1.3 billion ESES CRD seeks to deliver inclusive economic growth across the region through housing, innovation, transport, skills and culture. The Scottish Government and the UK Government will each invest £300 million over the next 15 years and the regional significance of West Edinburgh is recognised with over £20m of committed funding for appropriate public transport infrastructure to help unlock development delivery. This includes *"a core package of A8/A89 sustainable transportation measures that provide long term resilience and support strong connectivity between neighbouring authorities, and importantly enable the supply of the increased labour supply demands required, to deliver the full economic potential of West Edinburgh"* ([www.accelertinggrowth.org.uk](http://www.accelertinggrowth.org.uk)). Building on the strong partnerships already created as part of the ESES CRD, it is expected that a Regional Growth Framework will be formed to help shape new regional and national policy, and set the strategic direction for inclusive and sustainable economic growth in the city region as a whole.

## 1.6.3 Local Considerations

### Edinburgh Local Development Plan (2016) (adopted)

Reflecting the outcomes of the SDP, the Local Development Plan (LDP) designates West Edinburgh as a Strategic Development Area and seeks to establish the policy framework to deliver significant business investment, public transport and housing in the area. This is characterised spatially by designating large areas of land around the airport for employment use ('International Business Gateway'), allocating pockets of housing development around Kirkliston, Queensferry, Newbridge, Maybury and Cammo and safeguarding land for potential relocation of the Royal Highland Centre. The LDP also promotes mixed-use development at Edinburgh Park/South Gyle, representing the first step in changing the character of this area in line with place making and sustainable development objectives.

The following Transport Proposals and Safeguards are also relevant to West Edinburgh.



# 1. Introduction

**Table 1.3 Transport Proposals and Safeguards also relevant to West Edinburgh**

Reference	Transport Theme	Proposal/Safeguard
T5	Orbital Bus Route	The Orbital Bus Route will create an east-west public transport link across the city. A disused railway line between Danderhall and the City Bypass at Straiton is safeguarded for appropriate public transport use or use as a cycle / footpath. The other parts of the orbital bus route are either within the land of existing roads or have yet to be identified in detail and can therefore not be safeguarded in this plan. The environmental effects of the proposed orbital bus route, including the loss of any green belt, will be fully considered through the development management process.
T7	Various off-road cycle/footpaths	The Proposals Map shows proposed and potential cycle/ footpath links and new access points. Many of these are included in the Council's Core Paths Plan and Active Travel Action Plan's 'Family Network'. The creation of these links will help meet climate change and sustainable development objectives.
T8	Eastfield Road and dumbbells junction	Improvements required to support development in West Edinburgh. Dualled road with bus priority and segregated cycle and pedestrian provision along whole length from A8 dumbbells junction to roundabout at the airport. Additional carriageway to be provided on land to east of existing road line. Existing dumbbells to be replaced by upgraded and signalised roundabouts giving bus priority. Widening on A8 approaches to and possibly through junction to provide bus priority.
T9	Gogar Link Road	Required to support long term development in West Edinburgh. Largely single carriageway through IBG with some widening to allow public transport priority. Link may be bus/ cycle/pedestrian only.
T10	A8 additional junction	Required to support development in West Edinburgh. New junction on A8 west of dumbbells to serve Royal Highland Centre development north and, potentially in the future, south of the A8.
T11	Improvements to Newbridge Roundabout	Required to support development in West Edinburgh. Improvements to provide public transport priority and capacity improvements on the approach roads.
T12	Improvement to Gogar Roundabout	Required to support development in West Edinburgh. Likely to include extra lane on inside of existing roundabout. May also require some widening of approaches.
T16	Maybury Junction	Proposal to increase junction capacity, including consideration of access from Turnhouse Road, and efficiency of traffic signals. Will provide bus priority and better provision for pedestrians and cyclists. Required to mitigate the impact of new housing development at Maybury (HSG 19) and Cammo (HSG20).
T17	Craig Road Junction	Proposed improvements to Craigs Road and increased junction capacity/bus priority at junction with Maybury Road. Includes new signalised cross roads allowing bus, pedestrian and cycle access to and from Craigs Road. Required to mitigate the impact of new housing development at Maybury (HSG 19) and possibly to Cammo (HSG20).
T18	Barnton Junction	Proposal to increase junction capacity based on increasing the efficiency of the traffic signals. Required to mitigate the impact of new housing development at Maybury (HSG 19) and Cammo (HSG20).



# 1. Introduction

## West Edinburgh Transport Appraisal Refresh 2016

The West Edinburgh Transport Appraisal (WETA) Refresh was reported in 2016 as an updated version of the original study from 2010. The aim of the original WETA was to develop as a strategic appraisal of possible transport interventions to support the implementation of the West Edinburgh Planning Framework: a vision for West Edinburgh which was subsequently superseded by NPF 3 and the LDP and therefore withdrawn by the Scottish Government.

The refreshed WETA sought to reconsider the transport needs for the area in the context of:

- **The ESESCRD:** A refreshed version of the original WETA study would help clarify how City Deal could help to unlock constraints to delivering the necessary infrastructure to support the major development and Airport Growth anticipated. It would clarify the most appropriate package of transportation infrastructure and supportive measures needed along with associated costings and phasing to feed into potential funding models within an objectives led approach.
- **Development Pipeline:** There was a need for the refresh study to cover the full range of West Edinburgh sites in the development pipeline and also look at the impacts of the emerging major growth proposals for the Airport.

Based on the above, the WETA recommends a series of infrastructure measures to support sustainable growth in West Edinburgh.

## Choices for City Plan 2030 (January 2020)

'Choices' is the Main Issues Report for City Plan 2030 and outlines a framework for facilitating change to the policy direction currently established under the approved LDP. Choices outlines the following key objectives for Edinburgh in 2030:

- A sustainable city which supports everyone's physical and mental wellbeing;
- A city which everyone lives in a home they can afford;
- A city where you don't need to own a car to move around; and,
- A city where everyone shares in its economic success.

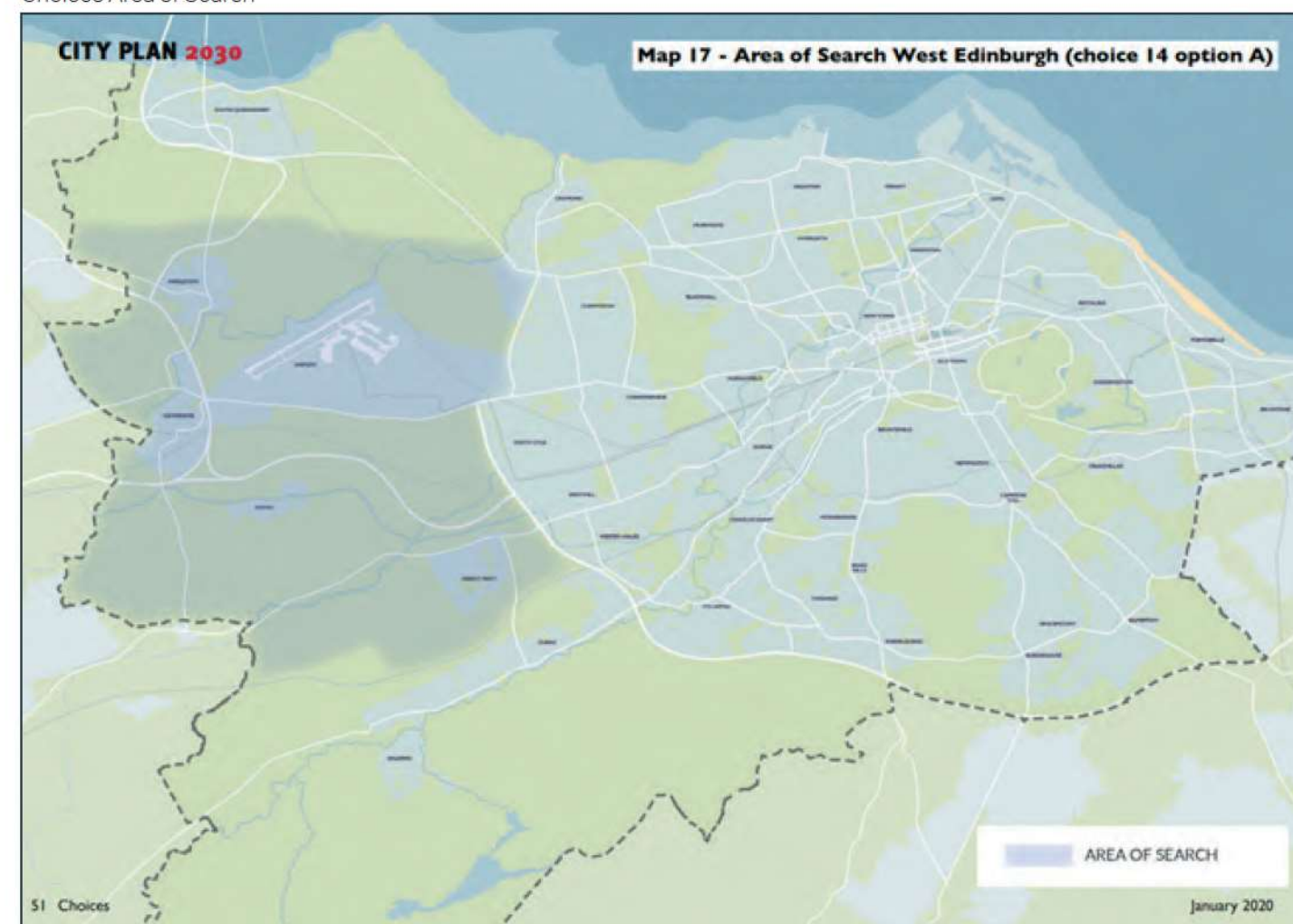
Choice 14 relates specifically to 'Delivering West Edinburgh' and the preferred choice for change is to *"support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable*

*growth. We will do this through 'an area of search' which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites".* Ultimately, the outcomes of the WE-SSIG will inform how this Choice evolves.

Two further preferred choices for change in West Edinburgh are to:

- Remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and allocate the site for other uses; and,
- Allocate the Airport's contingency runway, the "crosswinds runway" for the development of alternative uses next to the Edinburgh Gateway interchange.

**Figure 1D**  
Choices Area of Search





# 1. Introduction

## Draft City Mobility Plan (February 2020)

The Draft City Mobility Plan, which is currently under consultation, supersedes Edinburgh's Local Transport Strategy 2014- 2019 and provides a strategic framework for the safe and effective movement of people and goods around Edinburgh up to 2030. It will focus on mobility's role in maintaining Edinburgh as a vibrant, attractive city while addressing the environmental and health impacts associated with how we move around at the moment. The overall vision of the Plan is that *"Edinburgh will be connected by a safer and more inclusive carbon neutral transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents"*.

The Spatial Vision of the Mobility Plan recognises West Edinburgh as a Strategic Development Area SDA and characterises the area as a park and ride interchange with improves public transport and walking and cycling routes, connecting the area with other SDAs.

In terms of strategic priorities, the following key themes are directly relevant to the WE-SSIG

- Expand the tram/mass rapid transport network to the north and south of the city as well as to Newhaven and explore the potential to extend routes to the west of the city and into Fife, West, Mid and East Lothian
- Continue to invest in strategically placed transport hubs on the edge of the city where public transport (tram, bus, rail, air) can integrate with cars and can make the transition to Electric Vehicles (EV).
- Develop and expand strategic walking and cycling networks and facilities to serve and connect key destinations across the city. .
- Create direct, segregated cycling routes along main arterial roads whilst also using quiet road and traffic free routes. .
- Review the capacity and use of existing and new active travel routes wheeling and cycling on shared footways and other shared spaces. and implement changes to mitigate conflict between those walking,
- Support continued growth of EV and the switch to cleaner vehicles monitoring of developments in other vehicle technologies including hydrogen cells which might be important to powering Edinburgh's transport in the future. through a comprehensive network of charging infrastructure and the .
- Deliver a combination of rapid, fast and slow on-street charging points by 2023 at strategic the centre and at Park and Ride sites to influence car commuter travel patterns.

- Ensure the creation of dense mixed-use developments to support public transport and reduce the need to travel.
- Prioritise brownfield development, reducing urban sprawl which can create travel demand that is often met by private car use.
- Strengthen public transport integration to more effectively serve the growing city region including strategic development areas, Park and Ride interchanges and areas poorly served by public transport.

**Figure 1E**  
Mobility Plan Spatial Vision





# 1. Introduction

## Edinburgh Strategic Sustainable Transport Study - Phase 1 (October 2019)

The Edinburgh Strategic Sustainable Transport Study (ESSTS) has been developed to examine strategic transport corridors within, and potentially beyond, Edinburgh to assess whether, and how, the development of transit-led solutions could deliver against stated transport objectives and support wider policy outcomes such as sustainable economic growth, reducing carbon, promoting equity and supporting healthier lifestyles.

Phase 1 of the Study focuses on ten strategic corridors which represent those that are more likely to be suitable for transit-based solutions. The purpose of the Phase 1 study is to examine each of these corridors and identify those that should be prioritised for more detailed consideration of transit options as part of a more detailed Phase 2 study, which will include a transport appraisal for the proposed City Plan 2030.

Corridors 7,8, 9 and 10 are relevant to West Edinburgh.

**Figure 1F**  
Edinburgh Strategic Sustainable Transport Study Transit Corridors



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**West Edinburgh  
Today**

**02**





## 2. West Edinburgh Today

### 2.1 Introduction

As discussed above, the broad parameters of Phase 1 of the WE-SSIG extend: east-west from the western edge of 'urbanised' Edinburgh which is largely defined by the A720 city bypass, to the border of West Lothian Council; and north-south: from the Firth of Forth to the boundary of Midlothian Council region. This largely correlates with Map 21 of the CEC's Choices for City Plan 2030. However, the focus and extent of the WE-SSIG looks to have influence beyond these zones and this should not therefore be seen as a defined boundary to assess baseline conditions, focus future physical development or implement drivers for inclusive growth.

In this regard, it is important to realise the existing socio-economic role of West Edinburgh in the context of the adjacent communities of Wester Hailes and Sighthill, as well as local communities such as Currie, Balerno, Kirkliston, Newbridge and Ratho. With the RBS headquarters at Gogarburn, Edinburgh Park and the Gyle, West Edinburgh also facilitates a significant element of commercial and retail space, enabled by a network of transport links. The area currently therefore has a regional and international socio-economic function, through its connection with the city itself, wider local authorities such as the Lothians, Fife and across the central belt to Glasgow, and with an international airport located at its heart.

In terms of existing land use, the area is characterised primarily by large areas of agricultural land which functions to contain development sprawl from the urbanised city centre. In addition to the existing communities and business/retail space discussed above, there are a number of significant natural and cultural assets in the area, as well as a large number of sport and leisure resources and education institutions.

### 2.2 Approach to Baseline Assessment

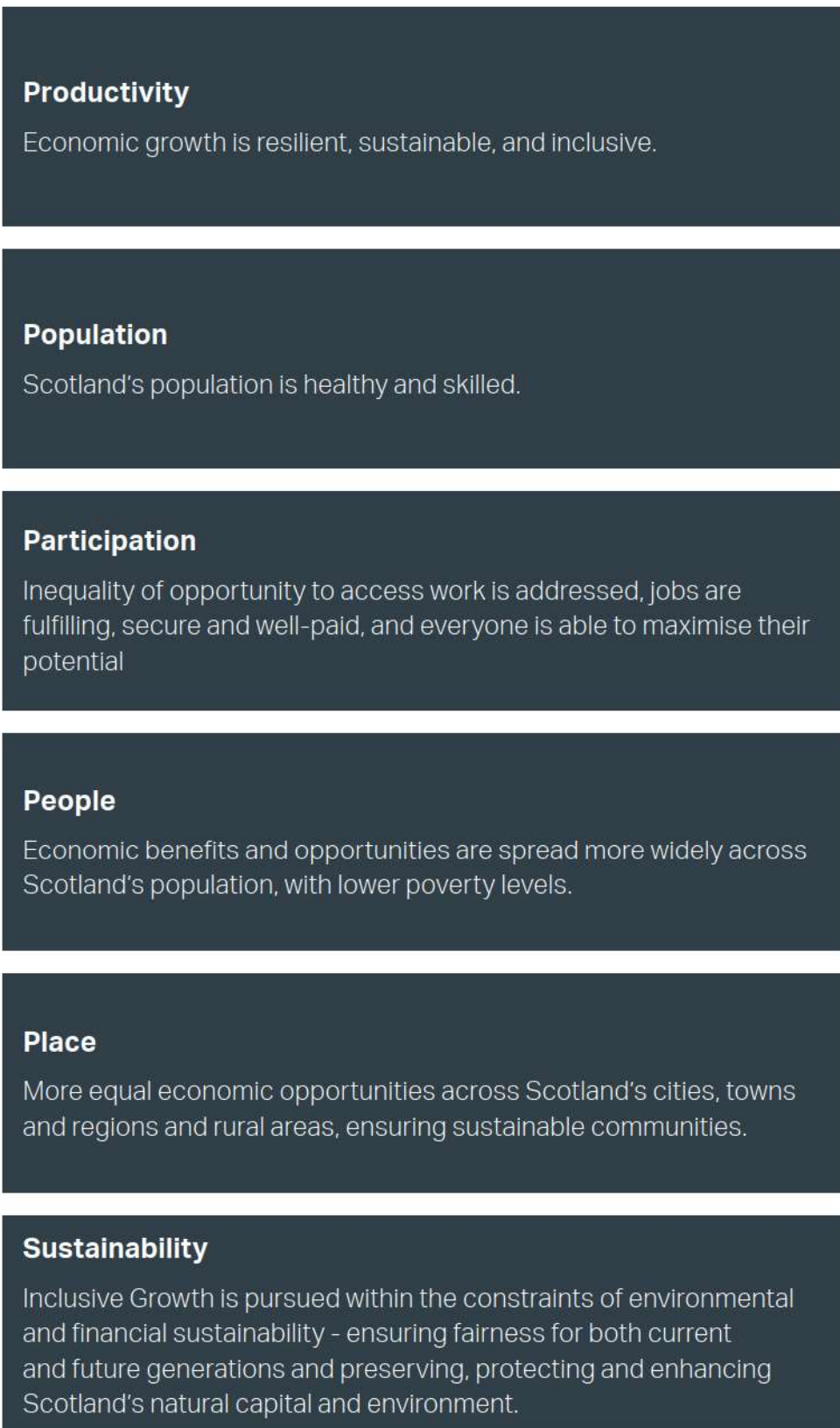
The economic, environmental and social baseline has been collated through 3 main sources:

- Interrogation of publicly available socio-economic data sets (Section 2.3);
- Coordination and mapping of key land use designations, development pipelines and environmental constraints and opportunities (Section 2.4); and,
- Extensive consultation with key stakeholders recognised as having an interest or specialist knowledge of the area (Section 2.5).

Feedback on barriers to inclusive growth (Section 2.6) was also collected as part of the key stakeholders engagement and the data collated was ultimately distilled into a Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis (Section 2.7) which was tested further and refined at the Project Partners workshop. This established the observed baseline performance of West Edinburgh and formed the basis for identifying the barriers to inclusive growth which are ultimately interrogated further through Phase 1 of the WE-SSIG.

All socio-economic data sets have been considered in the context of the 5 'P's established as themes in the Scottish Government's Inclusive Growth Outcomes Framework, namely: Productivity, Population, Participation, People and Place (see Figure 2A 'Inclusive Growth Outcomes Framework (SCRIG) Local and Regional Inclusive Growth Diagnostic User Guide'). Zero carbon objectives and sustainability principles are engrained within the 5Ps and are also considered throughout the baseline assessment.

Chapter 5 of this Report further refines the 5Ps to relate specifically to West Edinburgh and utilises this framework to develop a number of 'Propositions' for future growth based on the issues identified through this baseline assessment.



**Figure 2A Inclusive Growth Outcomes Framework**  
(SCRIG Local and Regional Inclusive Growth Diagnostic User Guide)



## 2. West Edinburgh Today

### 2.3 Socio-Economic Data Analysis

#### Productivity Business & Economic Growth

Edinburgh is one of the most economically productive parts of the UK – ranking ninth out of all ONS NUTS3 localities.

Over the past 20 years, the Edinburgh economy has been outperforming national benchmarks thanks to growing sectors such as Financial & Business Services, where relatively strong growth going forward is expected.

In this time, nominal GVA per head growth in Edinburgh was 105%, exceeding Scotland's growth of 85% and even London's growth of 99%.

Over the past five years, employment in Edinburgh has increased by 15% (by far the highest in Scotland), equating to an extra 35,000 employed within the city boundary.

Much of West Edinburgh has benefited from this growth (particularly the north-west and south-west) but there are clear disparities, with areas experiencing significantly lower earnings.

Along the Calder Road corridor, there is a clear concentration of lower earning households. These areas are also the areas with higher levels of deprivation across a range of other indicators.

North-west Edinburgh report the highest level in the city of being 'Comfortable' on household income and the lowest levels experiencing 'Difficult' or 'Very Difficult' financial security.

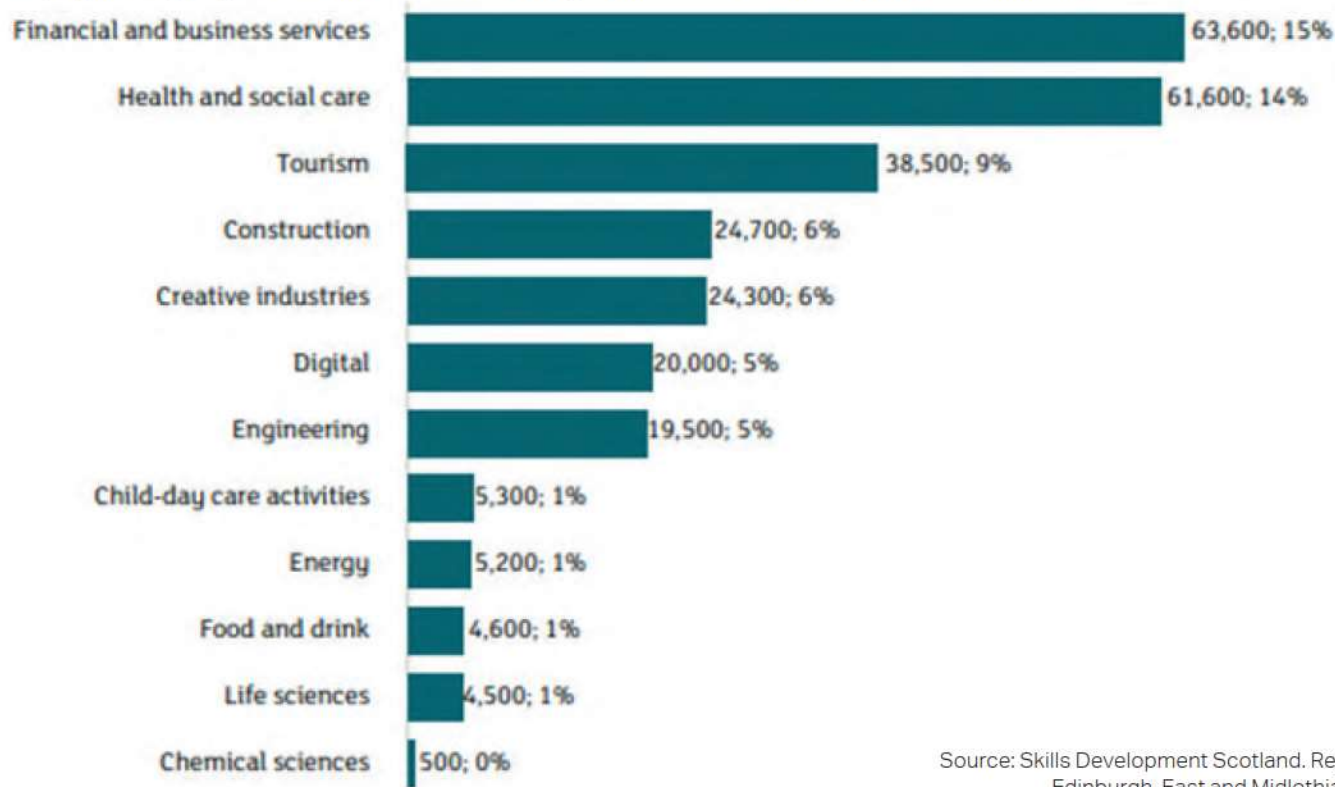
In south-west Edinburgh, although most residents are 'Comfortable' or 'Coping', nearly 30% are finding it 'Difficult' or 'Very Difficult' in terms of financial security.

The greatest employment growth forecast is in Professional, Scientific & Technical Activities sector (8,200 jobs).

Public Administration & Defence is forecast to contract by 300 jobs over the forecast period due to continued pressure on public finances. This is expected to be offset by the growth in the Health & Social Work sector and a further 4,200 jobs in Education by 2029.

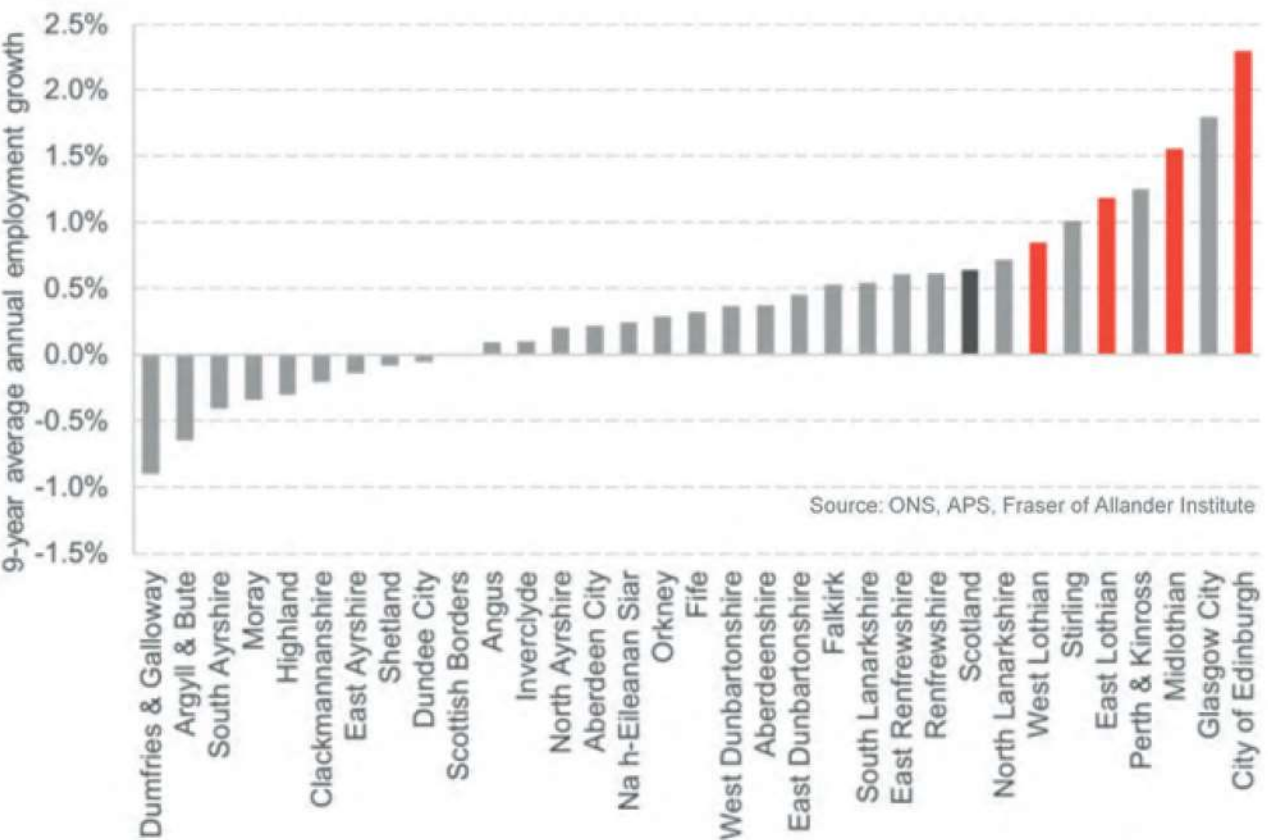
Manufacturing is the sector forecast to have the greatest number of job losses from 2019 to 2029 (2,100).

Employment by Key Sector and share of total employment (2019), Edinburgh, East & Midlothian



Source: Skills Development Scotland. Regional Skills Assessment  
Edinburgh, East and Midlothian Summary Report 2019

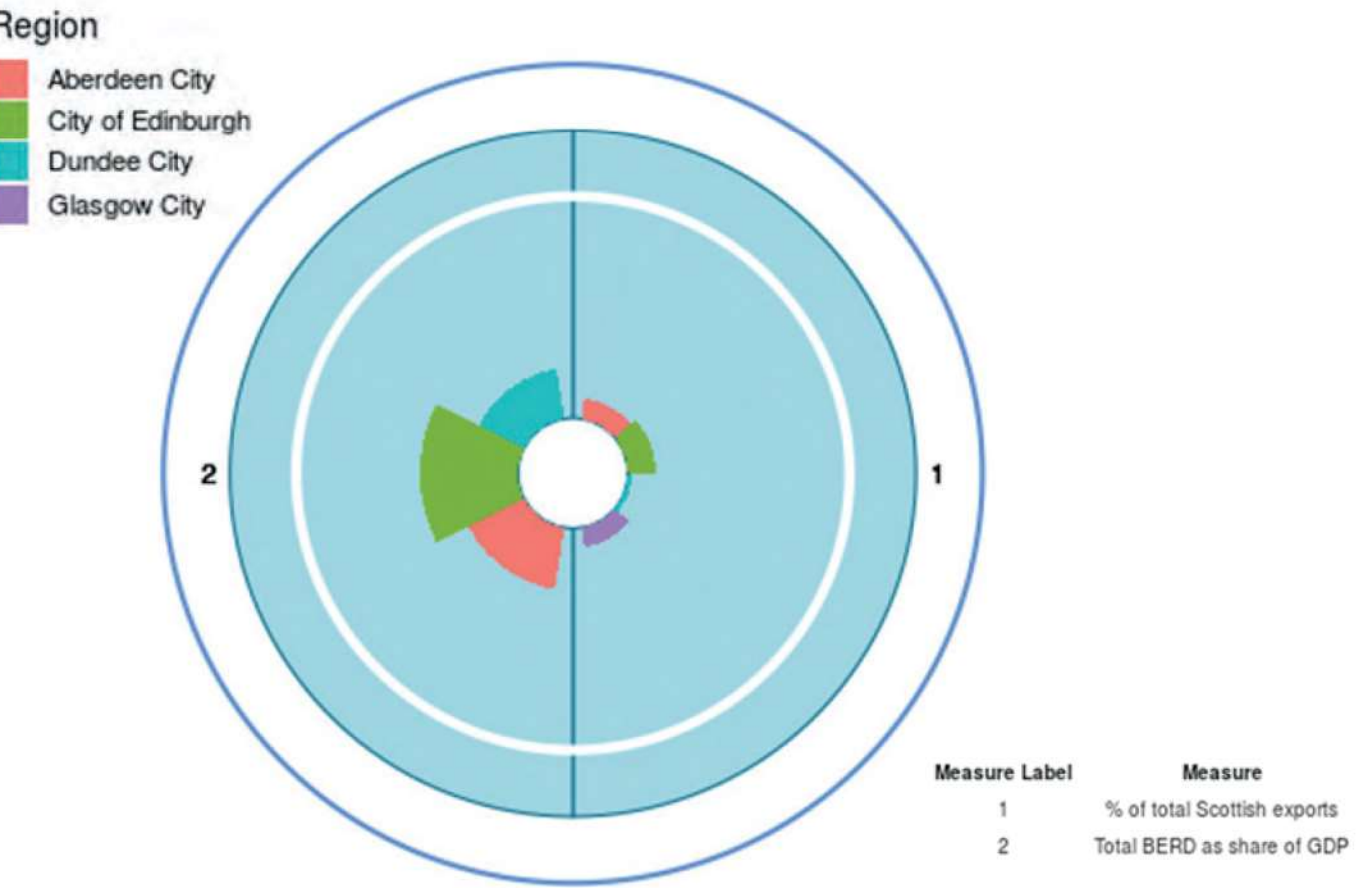
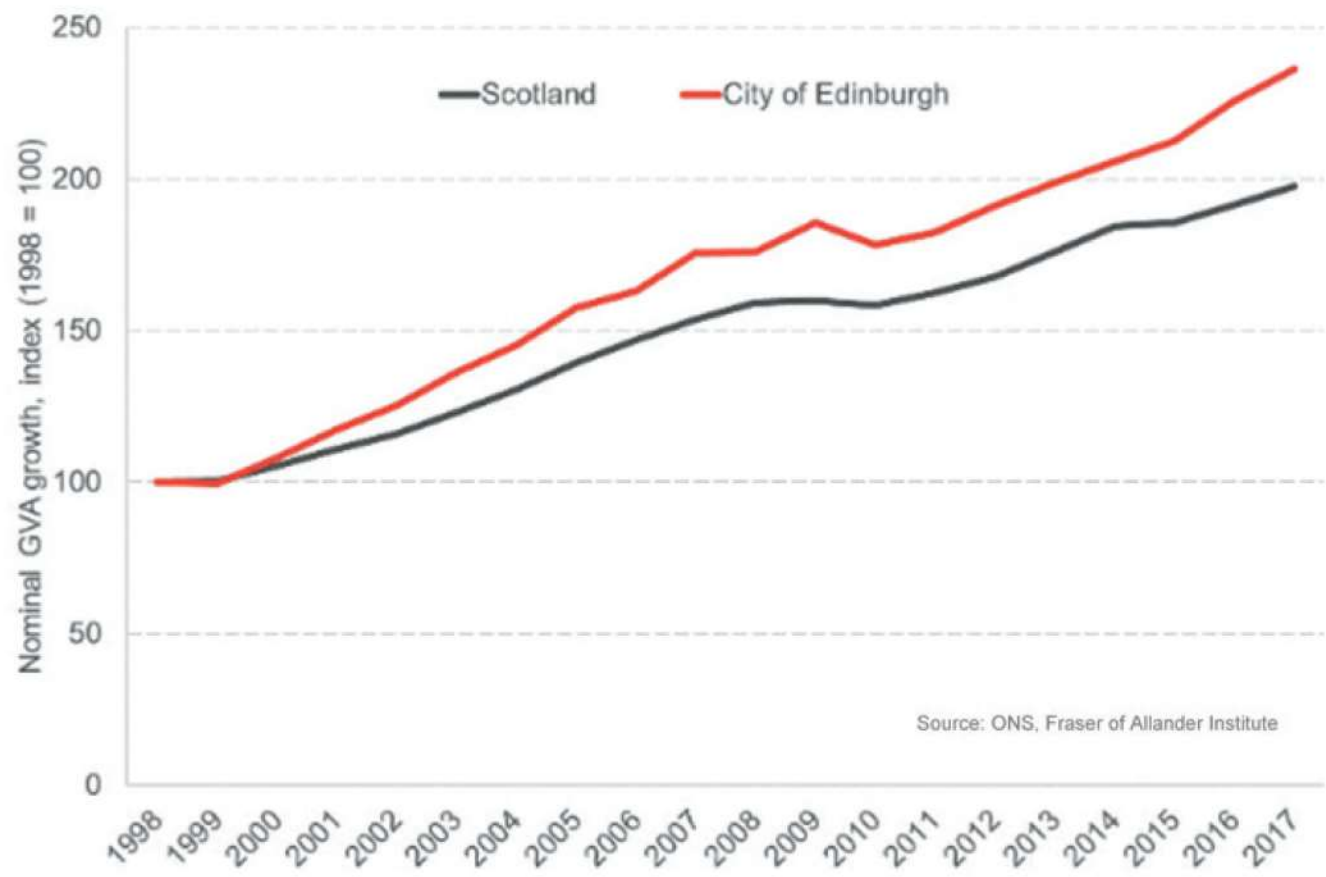
Average annual employment growth in Scottish local authorities, 2010-2019



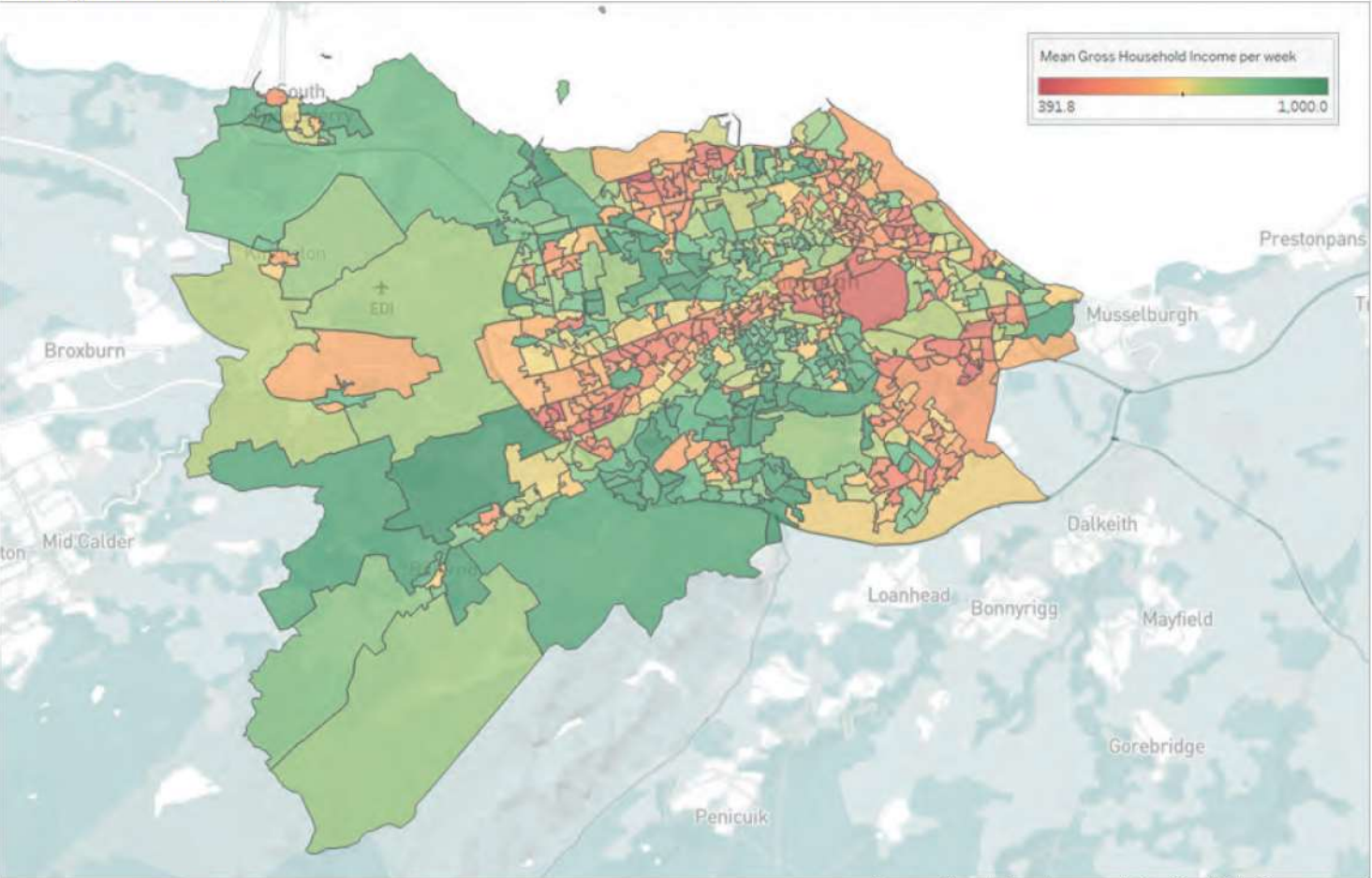
Source: ONS, APS, Fraser of Allander Institute



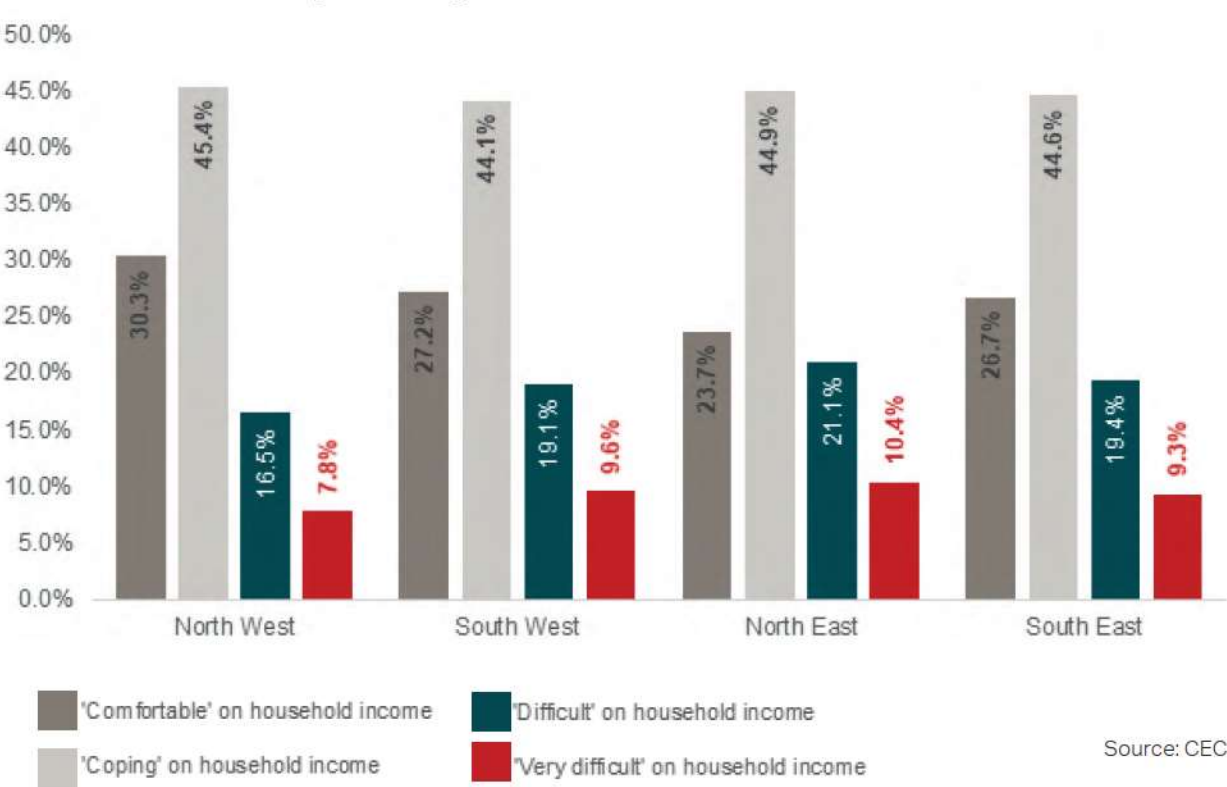
Nominal GVA growth for Scotland and the City of Edinburgh, index (1998=100), 1998 – 2017



Earnings in Edinburgh



Levels of Financial Security in Edinburgh



## 2. West Edinburgh Today

### Population Sustainable Working Age Population

The population of Edinburgh and its hinterland has expanded with economic growth and this is expected to continue over the coming years, fuelled by migration as well as natural change.

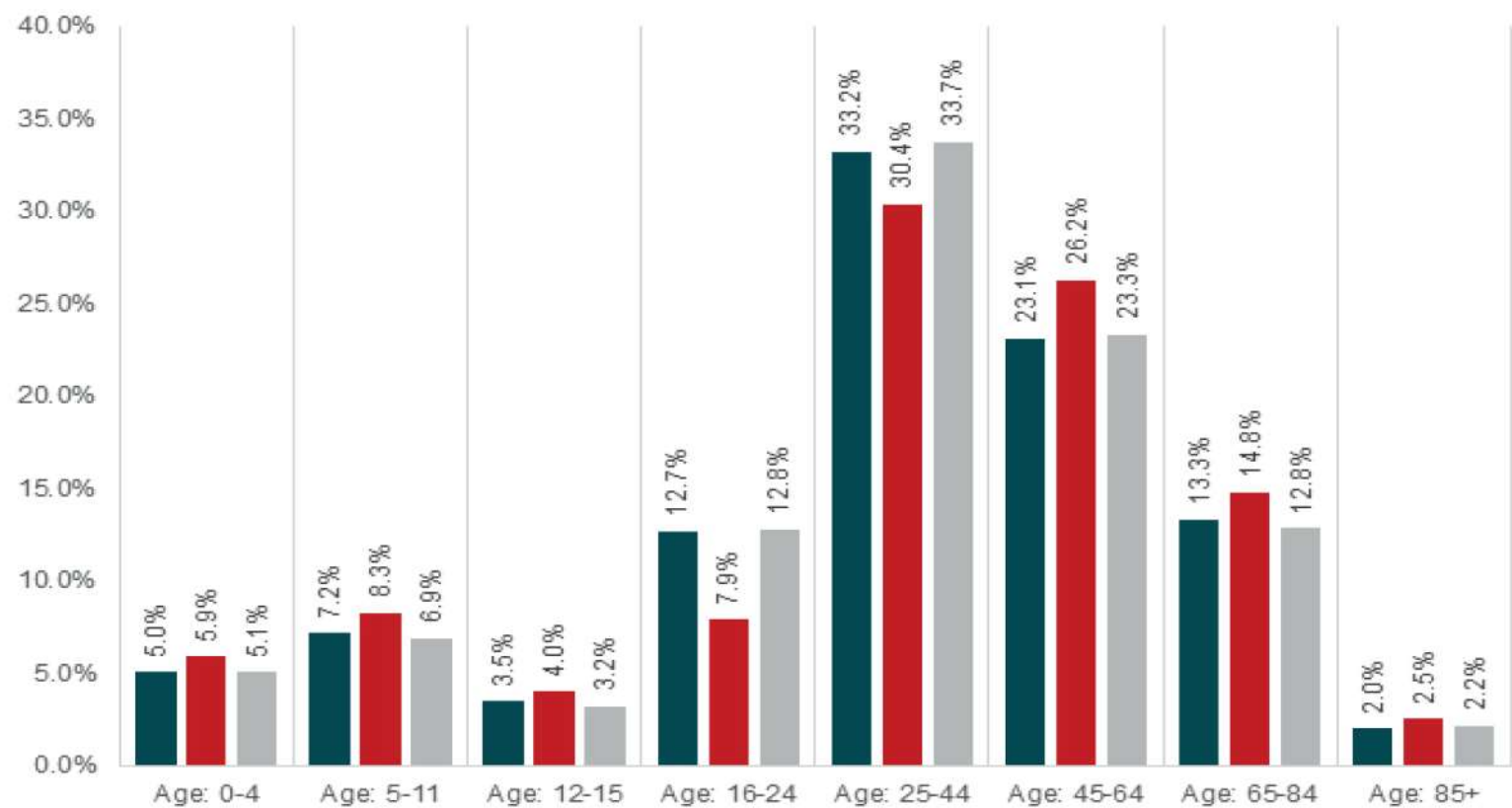
The number of people working in Edinburgh, East & Midlothian is expected to increase by 37,300 over 2019-29.

Edinburgh has a relatively low dependency ratio as a result compared with other Scottish cities

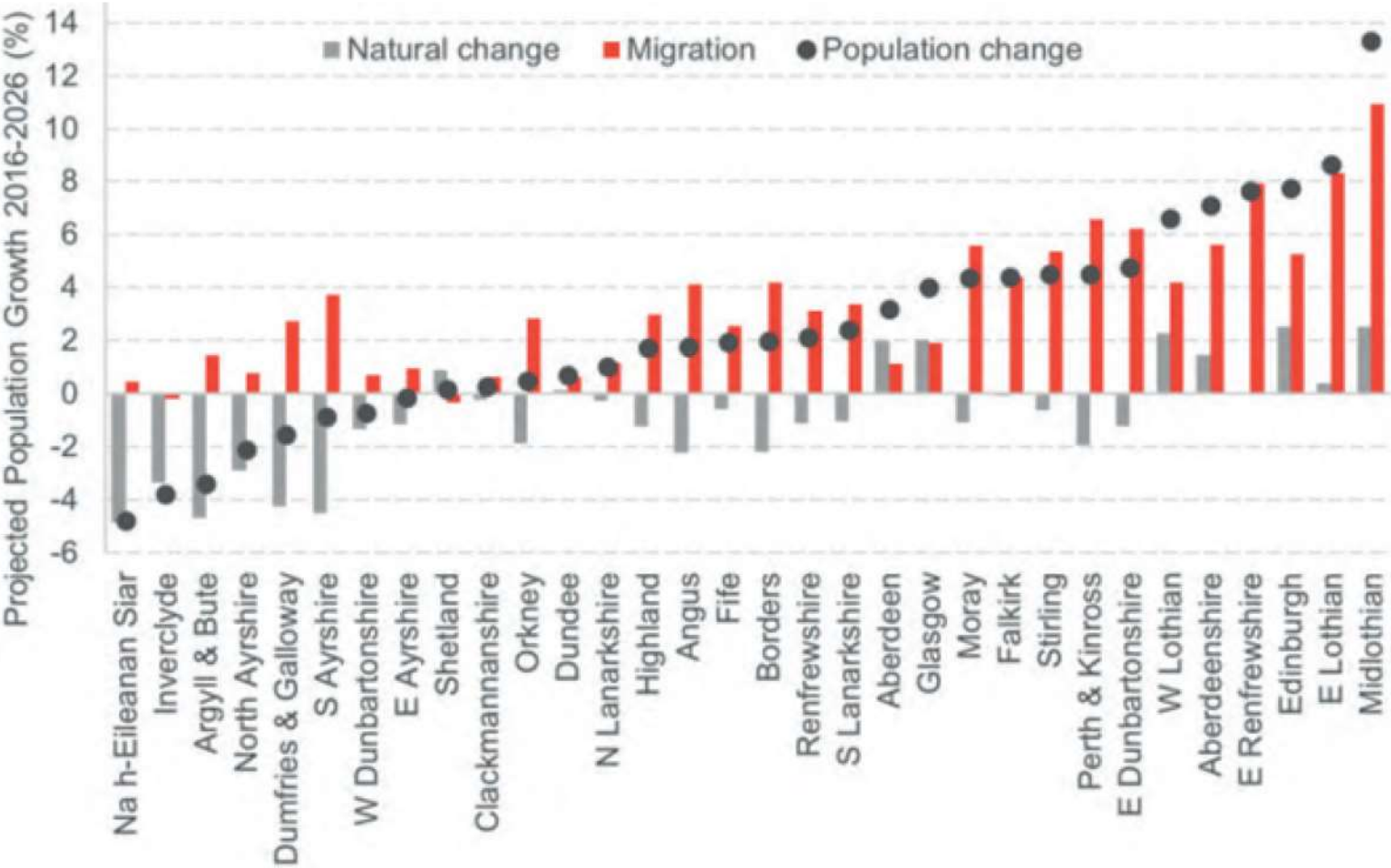
The population of West Edinburgh is approximately 260,000 people, which accounts for around 50% of the city's total population.

North-west Edinburgh has notably higher levels of households with children (21.6%) compared to the city-wide average of 16.8%. It also has a higher level of mature households.

Age Distribution: The West of Edinburgh has a higher level of family and mature households

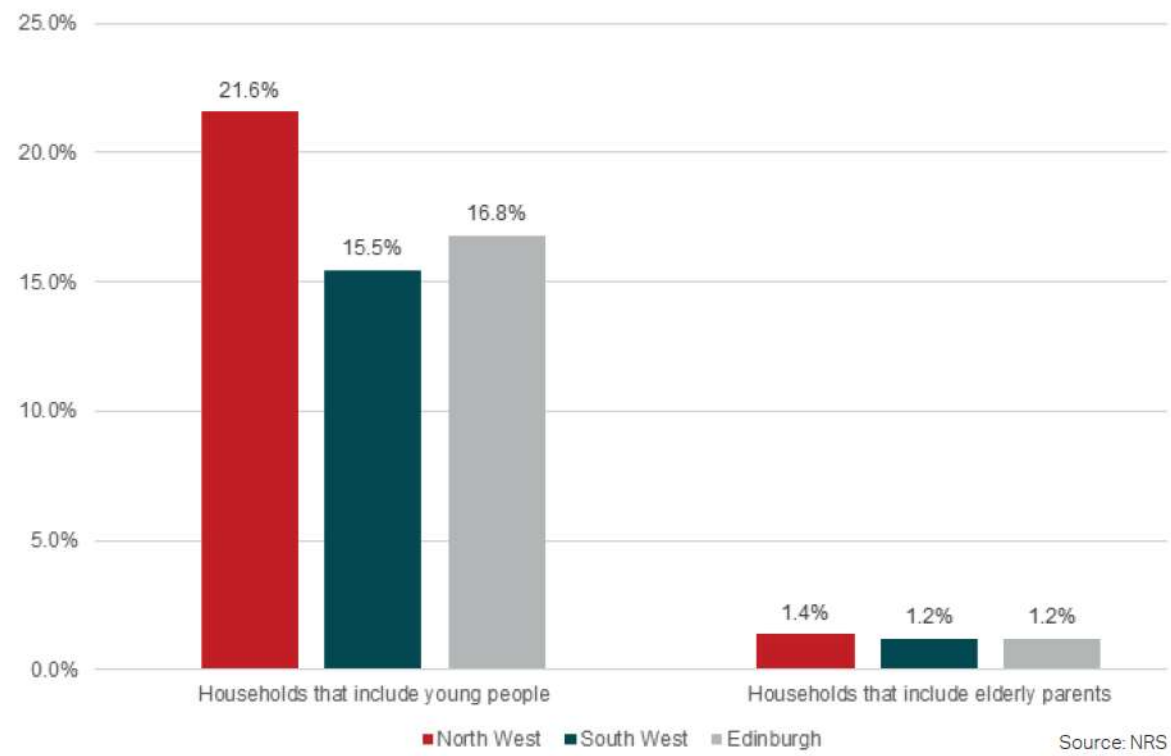


Projected population growth in Scottish local authorities, 2016 – 2026



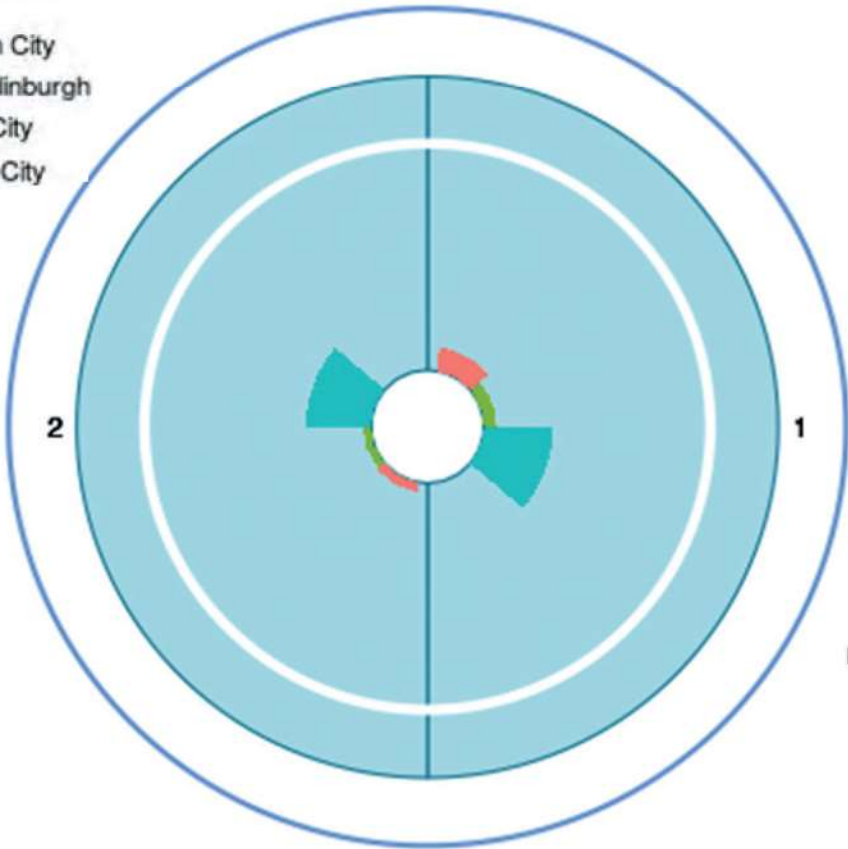


Household Composition



Region

- Aberdeen City
- City of Edinburgh
- Dundee City
- Glasgow City



Measure Label	Measure
1	Dependency ratio from population estimates
2	Dependency Ratio From Population Projections

## 2. West Edinburgh Today

### Participation Opportunity & Access To Work

Edinburgh has a diversified economy as a seat of learning, centre of government, tourist destination, technology and bio-science hub, and financial and legal centre.

The city has an economically active population of over 285,000, of which approximately half are resident within West Edinburgh, i.e. a similar proportion to its share of the overall population.

The city's employment rate, at nearly 79%, is high in a national context.

The city has an unemployment rate of 2.9%, which is materially lower than the 3.9% and 5.2% for Scotland and Glasgow respectively.

There are 1.07 jobs per resident aged 16-64 in Edinburgh, higher than Glasgow and Scottish averages.

Qualification rates within the city for NVQ 4 or higher are 58.8%, which is materially higher than the 44.2% and 45.9% seen in Scotland and Glasgow respectively.

As the centre of governance, the level of civil service employment in the city is also higher than other areas, at 3% of total employment.

Financial and business services account for the largest proportion of employment in the city, at 15%, followed by Health & Social Care (14%) and Tourism (9%).

Within Edinburgh, there are 19,190 enterprises with 24,400 local units (individual sites that belong to an enterprise). This is a greater number of business than Glasgow but fewer local units.

There is a greater number and proportion of Micro Enterprises in Edinburgh than Glasgow, with 87% of enterprises following into this category.

In Edinburgh, East & Midlothian, 201,000 job openings are forecast from 2019 to 2029. In this region, 40,300 jobs are forecast to be created from 2019 to 2029 due to expansion in the labour market. A further 160,800 job openings will arise due to the replacement requirements.

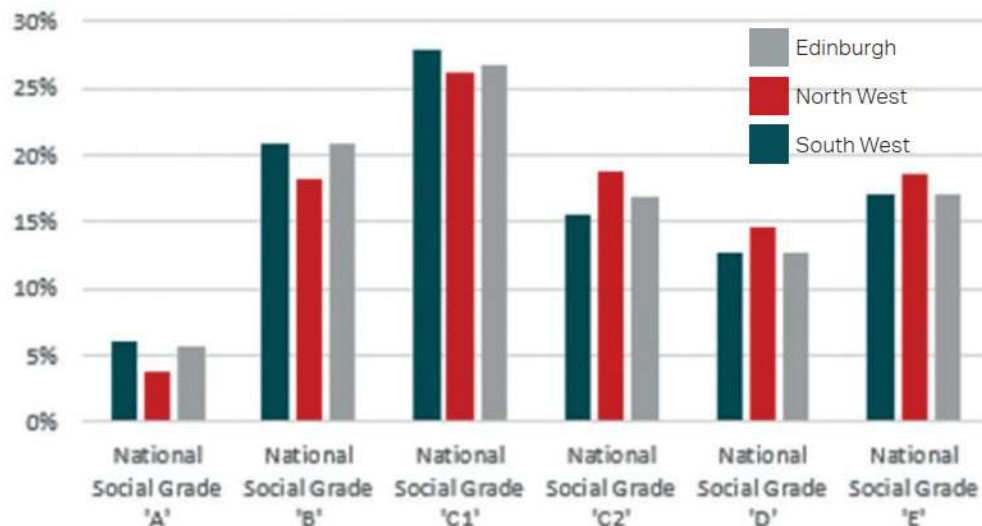
### Key Labour Market Statistics

		Edinburgh		Glasgow	Scotland
		No.	%	%	%
Labour Supply (Oct 18-Sep 19)	Economically Active	285,400	78.9	71.8	77.8
	Unemployment	8,300	2.9	5.2	3.9
Qualifications (Jan 18-Dec 18)	NVQ 4 and Above	208,400	58.8	45.9	44.2
Labour Demand	Job Density	386,000	1.07	1.03	0.82
	Total Civil Service Jobs	9,690	3.00	2.4	1.8

UK Business Count (2019)		Edinburgh		Glasgow	
		No.	%	No.	%
Enterprises	Micro (0-9)	16,755	87.3	16,055	84.4
	Small (10-49)	1,960	10.2	2,305	12.2
	Medium (50-249)	365	1.9	445	2.4
	Large (250+)	110	0.6	125	0.7
	Total	19,190	-	18,925	-
Local Units	Micro (0-9)	19,510	80.0	19,245	76.8
	Small (10-49)	3,875	15.9	4,590	18.3
	Medium (50-249)	840	3.4	1,010	4
	Large (250+)	175	0.7	210	0.8
	Total	24,400	-	25,060	-

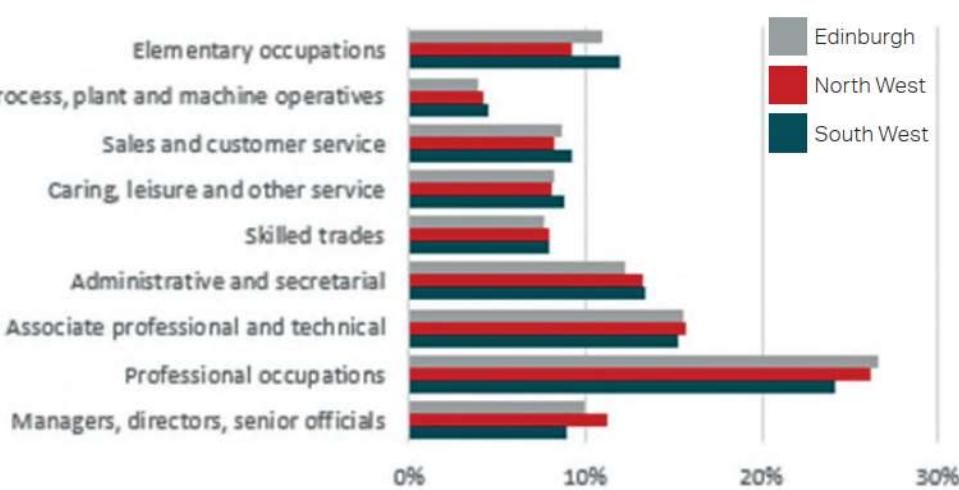
Source: ONS/ NOMIS

### National Social Grade



Source: Locality and ward data profiles by City of Edinburgh Council

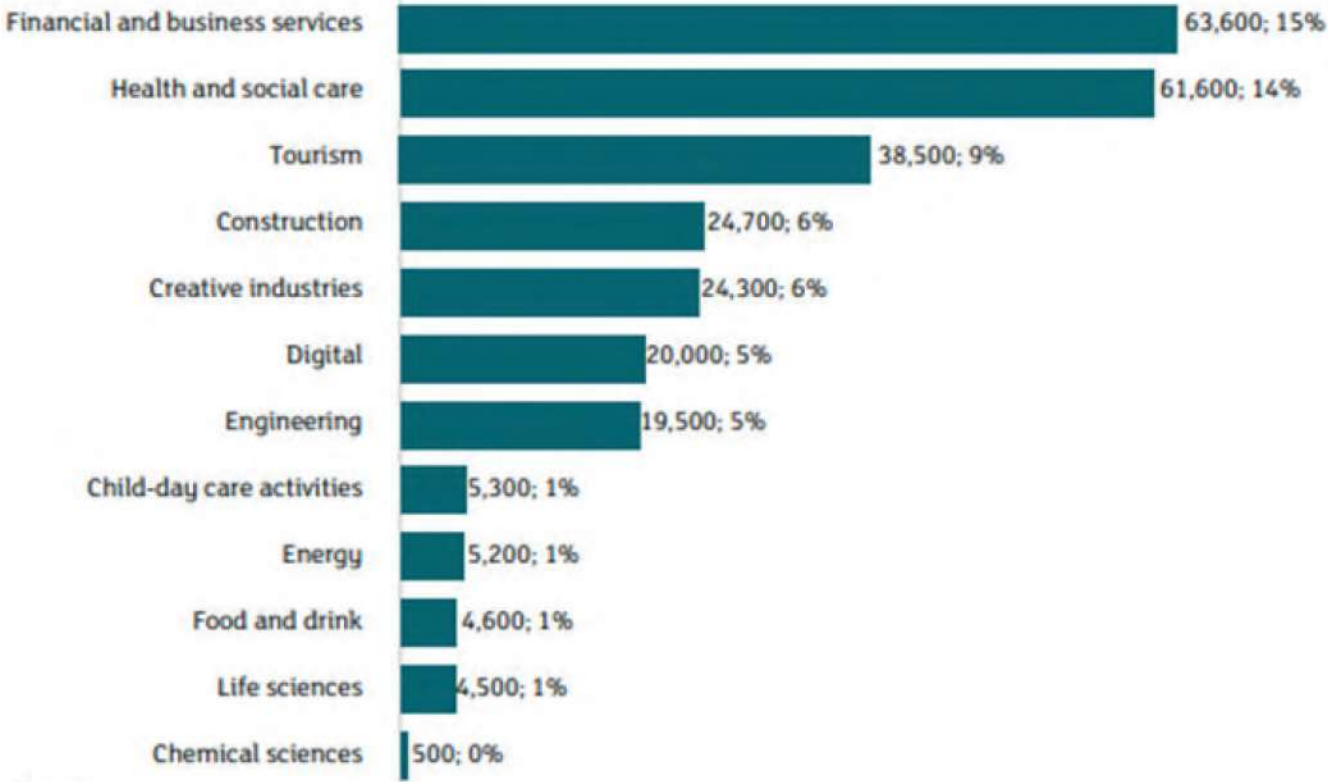
### Profession



Source: Locality and ward data profiles by City of Edinburgh Council

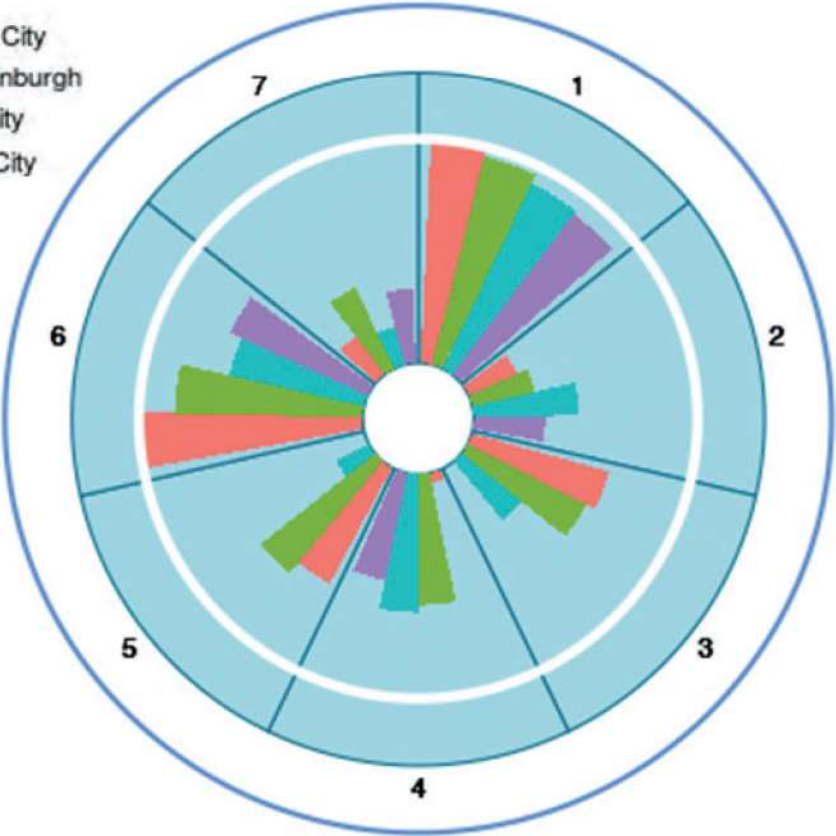


Employment by Key Sector and share of total employment (2019), Edinburgh, East & Midlothian



Region

- Aberdeen City
- City of Edinburgh
- Dundee City
- Glasgow City



Measure Label	Measure
1	% of employees (18+) earning below the Living Wage
2	Median hourly gender pay gap - full time employees
3	Percentage of All Employees Who received Job Related Training in the last 13 weeks (aged 16-64)
4	Public Sector Employment as a Percentage of Total Employment
5	Total economic activity rate (16-64)
6	Total median weekly earnings - full time
7	Total underemployment (16 years and over)



# 2. West Edinburgh Today

## People Health, Skills & Inequality

Within West Edinburgh, there are areas that are ranked within the 5% most deprived areas in Scotland, including The Calders and Wester Hailes.

Areas within West Edinburgh that fall into the 20% most deprived areas also include Saughton, Stenhouse and Broomhouse.

Within West Edinburgh, there are also areas with very low deprivation including Cramond, Barnton and Corstorphine, as well as Currie and Balerno.

Health outcomes are clearly related to deprivation, with relatively deprived parts of West Edinburgh having poor health outcomes, including much higher rates of early death due to cancer and other diseases.

There is also a clear link between education outcomes and deprivation, with relatively deprived areas in the west of the city also having lower concentrations of people with qualifications.

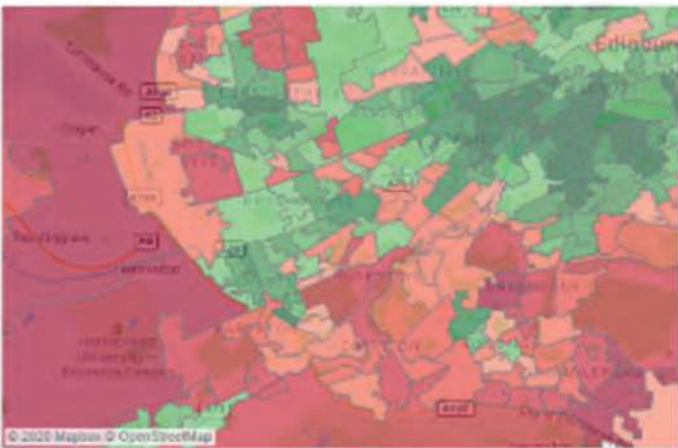
Further West, beyond Maybury Road and the City Bypass boundaries, geographical access to services deprivation is relatively high even in otherwise affluent areas.

Between the 2016 SIMD and the 2020 SIMD, there has been a general trend of improvement in the overall deprivation ranking in many parts of West Edinburgh. It should be noted that this is a relative measure to other locations in Scotland and not an absolute measure.

2020 Ranking



2020 Access



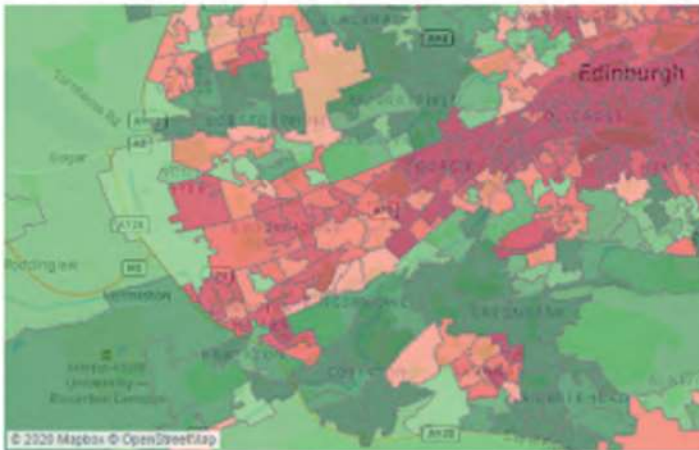
2020 Education



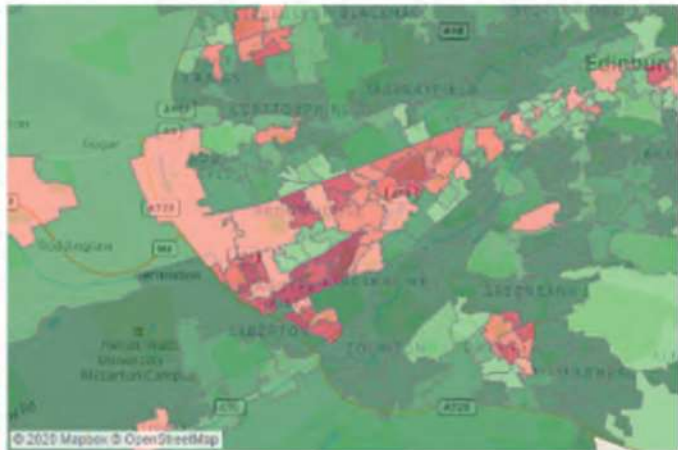
2020 Crime



2020 Housing



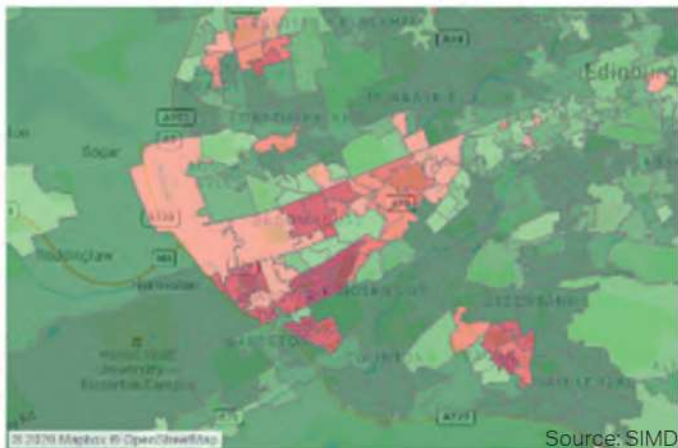
2020 Health



2020 Employment



2020 Income

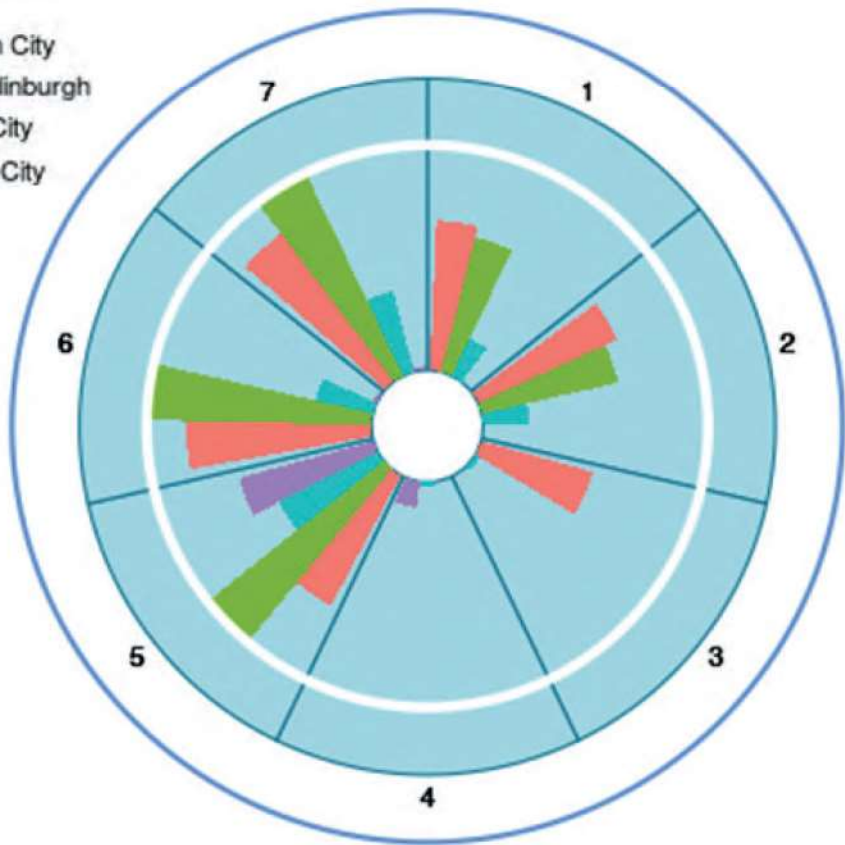


Source: SIMD



Region

- Aberdeen City
- City of Edinburgh
- Dundee City
- Glasgow City



Measure Label	Measure
1	Percentage of children (aged 0-15 years ) living in a low income family
2	Percentage of children (aged 0-19 years ) living in a low income family
3	Percentage of Households which are classed as Workless
4	Percentage of school leavers in positive destinations
5	Percentage of the population with degree level qualifications
6	Percentage of the population with Low Or No Qualifications
7	Percentage of the population with No Qualifications

## 2. West Edinburgh Today

### Place Resources, Sustainability

West Edinburgh is peppered with small clusters of development. On the urban edge of the city, it could be described as peri-urban – a hybrid landscape with fragmented urban and rural characteristics. It is a loose connection of hubs not well connected with each other or the city as a whole.

Much of the land coverage is greenspace, woodland and farmland but much of the green space is not publicly accessible.

Edinburgh residents do benefit from having strong access to green and blue space compared to those in other Scottish cities.

West Edinburgh has tangible assets, such as the Airport and Heriot-Watt University. Plans for better public transport connectivity are key to maximising the values of these assets and reducing carbon emissions.

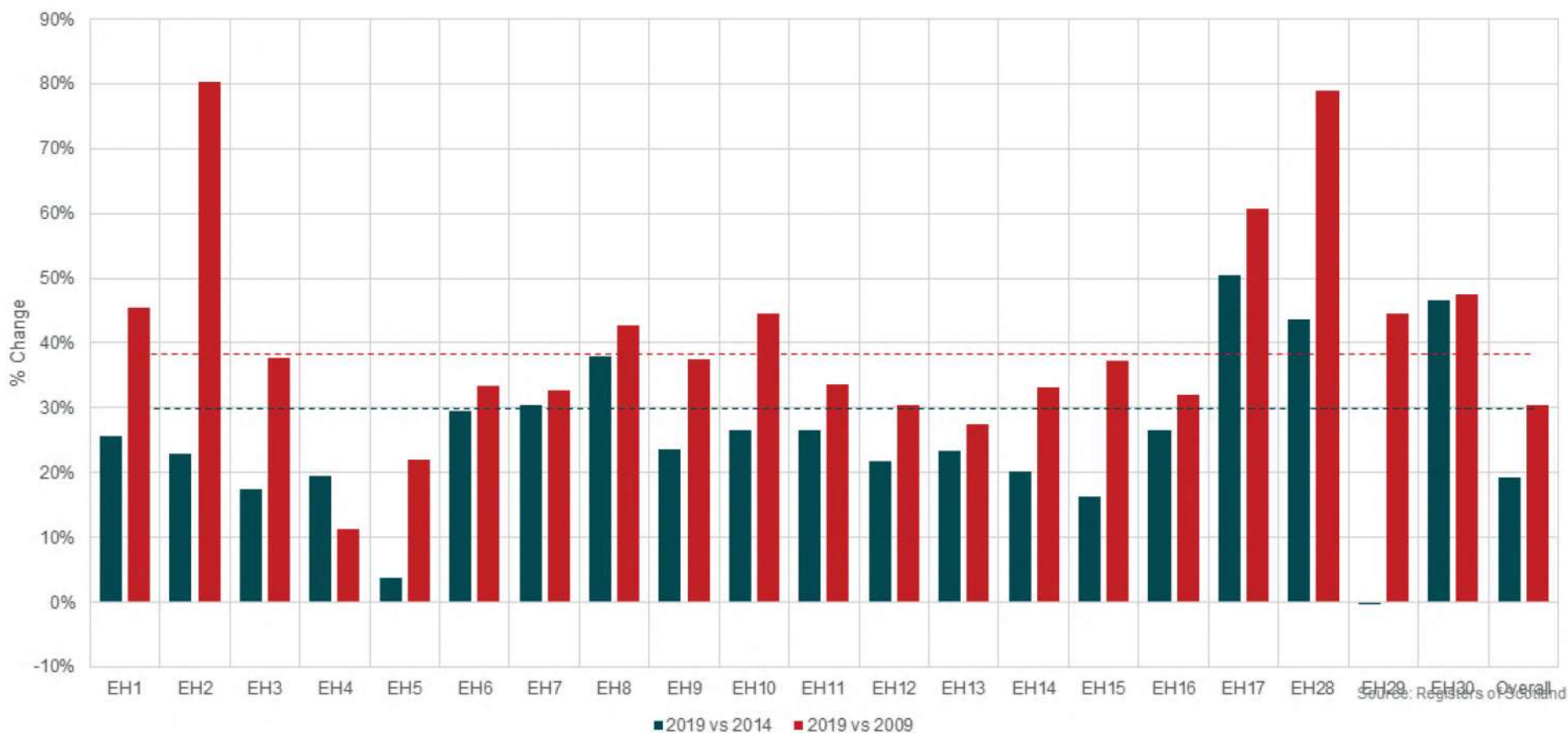
Well-planned mixed use development will also reduce the need to travel and reduce carbon emissions.

This will also improve the opportunities for commercial, residential and education and R&D expansion in the west of the city.

The ability of new build development to drive housing supply, market activity and values is clearly demonstrated by developments that have shaped the local market in the commuter settlements in West Edinburgh, as exemplified by transaction and house price growth in EH28, EH29 and EH30.

West Edinburgh is a major business hub and supply of office space for the city. Parabola's plans at Edinburgh Park look set to be a further expansion. However, West Edinburgh also has the highest rate of unimplemented planning consents of any Edinburgh office district.

5 & 10 Year Average House Price Change by Postcode District (%)



Demand Driver Locations / Future Drivers

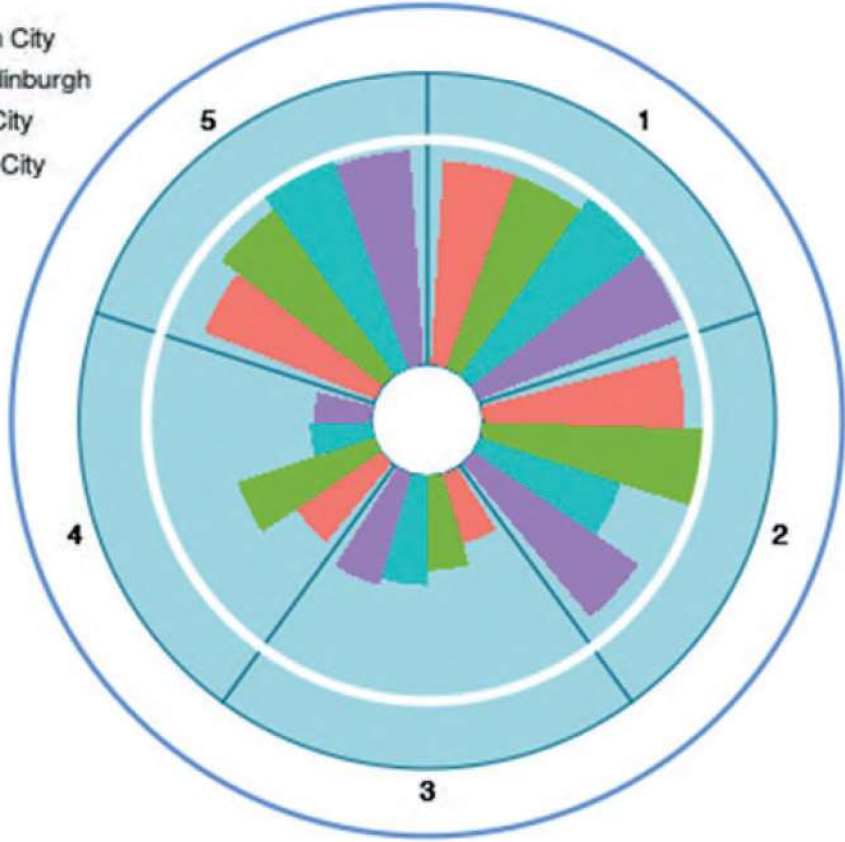


- Tourism and Leisure Zones:**
  - Edinburgh Old Town
  - Edinburgh Castle
  - Edinburgh Zoo
  - Murrayfield Stadium
  - George Street & Princes Street
  - Royal Yacht Britannia
- Commercial Zones:**
  - West End & Exchange District
  - Edinburgh Park & South Gyle
  - RBS Gogarburn
  - St. Andrew Square, George Street and the city centre
  - BioQuarter
- Transport Hubs:**
  - Edinburgh Airport
  - Haymarket Train Station
  - Waverley Train Station
- Universities and R&D Campuses:**
  - University of Edinburgh Central & Kings Buildings Campuses and Little France (plus Edinburgh Royal Infirmary)
  - Heriot Watt University and Napier University



Region

- Aberdeen City
- City of Edinburgh
- Dundee City
- Glasgow City



Measure Label	Measure
1	National Share of 20% most Access Deprived
2	Percentage of households that are fuel poor (required fuel costs >10% of income)
3	Percentage of the population very or fairly satisfied with the quality of public services delivered (local health services, local schools and public transport) All Ages
4	Proportion of adults who live within 5 min of their local green/blue space
5	Proportion of residential and non-residential addresses where superfast broadband is not available (as a Percentage)

# 2. West Edinburgh Today

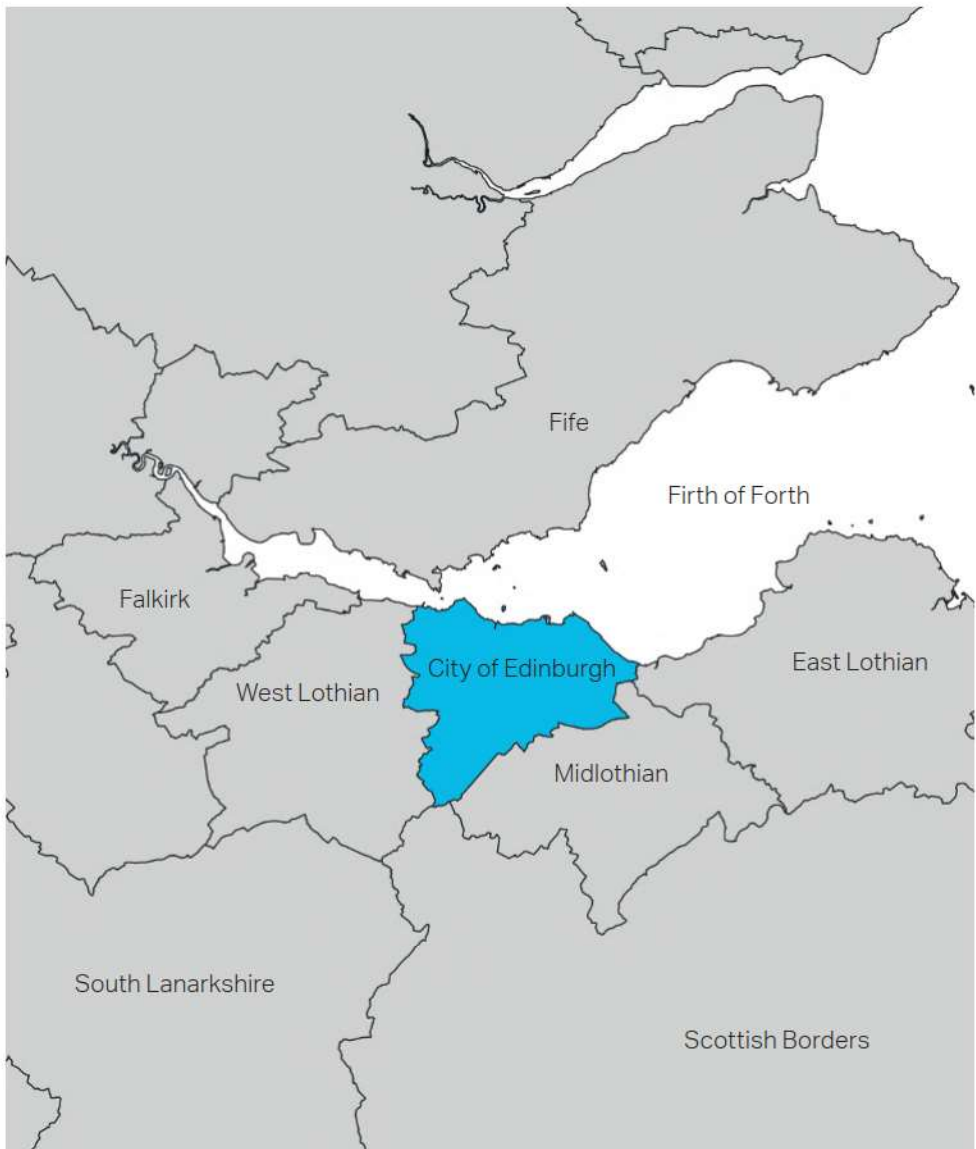
## 2.4 Existing Land Use

The project team have produced a series of maps that outline the existing West Edinburgh context under the following key headings:

- A. Aerial Map
- B. Urban Development and Greenspace
- C. Greenspace, Woodlands and Farms
- D. Watercourses and Fluvial flooding
- E. Neighbourhoods and Identity
- F. Potential Future Development
- G. Notable Buildings
- H. Scheduled Monuments and Listed Buildings
- I. Major Roads and Junctions
- J. Rail, Tram and Path Network
- K. Natural Landscapes and Conservation Areas
- L. Mobility Timings

The Aerial Map overleaf indicates the extent of the study area. All other maps listed above are provided as Appendix B.

A series of transportation maps outlining existing baseline information for the areas has been provided as Appendix C.



**Figure 2B**  
Map outlining Local Authority Boundaries

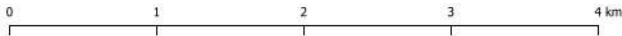


# 2. West Edinburgh Today

## Study Area

The Aerial map adjacent indicates the extent of the study area.

This extends from the Firth of Forth to the North and Balerno/Curriehill to the South. It also extends from the Westerhailes/Crammond to the East and Ratho/South Queensferry to the West.





## 2. West Edinburgh Today

### 2.5 Conclusions of Socio-Economic and Land Use Baseline and Identification of Inclusive Growth Barriers

The key outputs of the socio-economic and land use baseline assessment are discussed further below, along with the identification of related inclusive growth barriers which were determined by the Project Team and tested at the subsequent engagement phase. These are discussed further and prioritised in Section 3.2 and 3.3 of this Report.

- Options for moving around within West Edinburgh, particularly on a north/south axis remain limited due to physical barriers, active travel routes are fractional and there is a reliance on private car usage which is epitomised by heavy traffic at peak times and issues around air quality. West Edinburgh is served by several major roads and associated infrastructure, however, these define the edge of urban development and create divisions across the area which may be considered as barriers to non-vehicular movement. Foul drainage capacity, as well as energy provision and telecommunications supply is also a potential constraint to sustainable expansion.

#### **Inclusive Growth Barrier 1: Connectivity and Infrastructure**

- West Edinburgh does not have one specific town centre, nor can be defined by a singular, encompassing identity. Instead it has a number of disparate centres and smaller settlements within the landscape. This is in contrast to the urban area which is defined by many neighbourhoods which connect and overlap each-other. Some of the centres within West Edinburgh are characterised by housing, while others are mostly industrial, commercial or educational. There are a number of areas within West Edinburgh that fall into the 20% most deprived areas in Scotland, yet it also facilitates areas with very low deprivation including Cramond, Barnton and Corstorphine, as well as Currie and Balerno. Overall, there is a stark change in deprivation levels and opportunity, within relatively close geographies.

#### **Inclusive Growth Barrier 2: Character and Identity**

- Employment levels are generally high in Edinburgh yet within West Edinburgh, there are areas that are ranked within the 5% most deprived areas in Scotland, including The Calders and Wester Hailes. There is also a clear link between education outcomes and deprivation, with relatively deprived areas in the west of the city also having lower concentrations of people with qualifications. While employment opportunities appear high, the significant proportion of deprived areas in West Edinburgh would suggest that access to these opportunities is being curtailed in part due to a lack of support network and links with educational facilities. It should be recognised that West Edinburgh also has a notably high number of households with children.

#### **Inclusive Growth Barrier 3: Social Infrastructure**

- Disjointed green belt release and a succession of land allocations supported through national and local planning policy which have not been delivered have eroded confidence in West Edinburgh as a regional economic hub. Meanwhile, some speculative developments in the region have been successful in being consented, which has led to a fragmented, piecemeal approach to regional growth with no underlying infrastructure strategy or realistic vision on what West Edinburgh can deliver in a local, regional and national context. Delivering the optimum solution for inclusive growth in West Edinburgh is also made more challenging due to the fact that much of the land is privately owned resulting in competing interests for development delivery.

#### **Inclusive Growth Barrier 4: Leadership and Clarity**

#### **Inclusive Growth Barrier 5: Ownership**

- Much of West Edinburgh has not benefitted from recent city-wide economic growth, in particular the Calder Road corridor where there is a clear concentration of lower earning households. These areas are also the areas with higher levels of deprivation across a range of other indicators. Financial security also remains an issue across pockets of West Edinburgh. Meanwhile, large scale delivery of business and industry land has not been delivered at the scale or pace that was envisaged under NPF 3.

#### **Inclusive Growth Barrier 6: Untapped Potential**

- There large swathes of open space, woodland and farmland across West Edinburgh which remain largely impenetrable and under-utilised. There are a small number of additional environmental and land use policy constraints, as well as technical delivery constraints (e.g. drainage and water management) which restrict the opportunity for development in West Edinburgh, but this should be balanced against the rich natural and cultural assets which are present throughout the area and remain largely under-utilised and difficult to access. The reliance on car usage in the area and associated air quality management issues does have the potential to directly affect the health and wellbeing of the local population, particularly along local transit routes in the adjacency of housing such as on Calder Road.

#### **Inclusive Growth Barrier 7: Environmental Constraints**

- One further barrier, '**Inclusive Growth Barrier 8: Lack of Diversity**', was identified through the engagement process discussed below and was subsequently added to the assessment. This barrier reflects a recurring theme that there is presently an overall lack of choice within West Edinburgh, which ultimately has a direct impact on social exclusion. As well as a reliance on private car to move around locally, there is an identified lack of choice when it comes to affordable family housing, employment opportunities and access to recreational facilities.



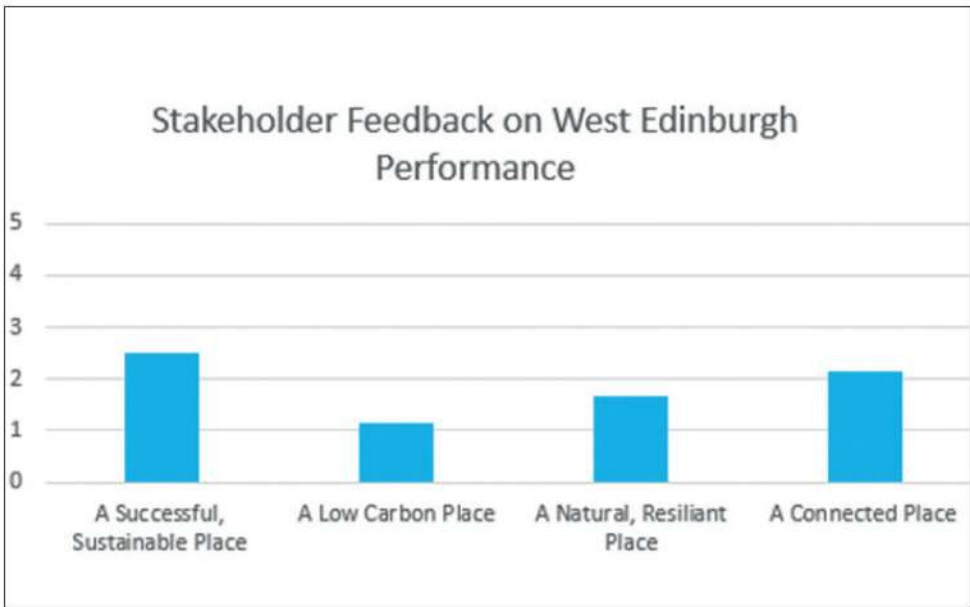
## 2. West Edinburgh Today

### 2.6 Key Stakeholders Baseline Feedback

Table 1.1 above outlines the key stakeholders identified as having a specific interest or specialist knowledge of West Edinburgh who responded to the request to engage with the WE-SSIG. The following section outlines the broad baseline condition themes which were ascertained from the key stakeholders through a combination of data gathering techniques, including: face-to-face interviews, questionnaire feedback and requests for technical data.

#### 2.6.1 Overview of Feedback

The following key themes and comments were provided in relation to the current performance of West Edinburgh against the aspirations of NPF 3.



**Figure 2B**  
Stakeholder Feedback on Current Performance

#### 2.6.2 A Successful, Sustainable Place

##### Policy Aspiration

We have a growing low carbon economy which provides opportunities that are more fairly distributed between, and within, all our communities. We live in high quality, vibrant and sustainable places with enough, good quality homes. Our living environments foster better health and we have reduced spatial inequalities in well-being. There is a fair distribution of opportunities in cities, towns and rural areas, reflecting the diversity and strengths of our unique people and places.

##### Detailed feedback:

- Not considered successful due to lack of development, community and economic growth delivered.
- Lack of connection with RBS HQ/RHASS and the city.
- IBG implies the planning system is preventing rather than enabling development.
- The airport is a success.
- Public transport extremely poor causing dependency on car travel.
- Lack of transparency in the planning approval process.
- Lack of commitment to LDP Action Programme.
- Currie has a balance of successful and sustainable, benefiting from the university attracting companies bringing their research and jobs, located by the Green Belt and working towards carbon neutrality.
- Successful for economic development of the region given its transport accessibility.
- The tram is positive alternative to vehicle only journeys to the airport/ business sites
- Underutilisation of the Edinburgh Gateway station, should be inspired by other European airports where train station is within walking distance.
- LDP ambitions are more relative to economic growth, not housing delivery.
- Some communities not connected to the City.
- New communities would benefit from other economic hubs, facilities and communities set within the area and increase employment opportunities living in deprived areas around.
- More opportunity to better connect and integrate land uses and communities.



# 2. West Edinburgh Today

## 2.6.3 A Low Carbon Place

### Policy Aspiration

We have seized the opportunities arising from our ambition to be a world leader in low carbon energy generation, both onshore and offshore. Our built environment is more energy efficient and produces less waste and we have largely decarbonised our travel.

### Detailed feedback:

- Gateway Station, Almond Loop and Rail service needs to be utilised better.
- Public transport is poor in the area causing need to commute by car from some nearby communities but significant distance from buses and trams.
- Congestion at Newbridge and Gogar polluting area around the A8.
- Some communities not on gas network and broadband not always reliable.
- No delivery of LDP programme on transport delivery despite Supplementary Guidance.
- No delivery of the pedestrian/cycle bridge over the railway, or 3 key junction improvements in the Maybury / Barnton Transport Contribution Zone. Junctions are fundamental to the Lothian 31 bus service.
- Opportunity to improve building efficiency and install public chargers.
- Expanding airport needs expanding provision of park and ride and other business needed functions.
- Low carbon services are demand driven and currently there is not enough demand to improve the services. Public transport demand would increase with reliability of services.
- High quality of mixed use could lead to reduced need to travel.
- District heating could be installed e.g. Heriot Watt University.
- Lack of a joined up approach to encourage a coordinated strategy, shared infrastructure, and to truly offer a low carbon zone focus that can deliver on targets and aspirations
- Despite significant improvements in public transport, the nature of the location and need for commuting into and within the city necessitate the majority of journeys to still be dominated by private car.

## 2.6.4 A Natural, Resilient Place

### Policy Aspiration

Natural and cultural assets are respected, they are improving in condition and represent a sustainable economic, environmental and social resource for the nation. Our environment and infrastructure have become more resilient to the impacts of climate change.

### Detailed feedback:

- West Edinburgh not recognised as identifiable place, better use of landscaping to be used for improving biodiversity as well as wellbeing.
- Very little focus on environmental aspirations through the LDP.
- Not aware of any cultural assets in West Edinburgh.
- Lack of support from Scottish Government /CEC to deal with SUDS.
- Poor communication with Scottish Water regarding foul capacity and solutions delivery.
- The Green Belt provides carbon sink for the area, so should not be developed.
- Old Riccarton Estate should be considered as cultural and national asset.
- Current arrangements do not support a high-quality environment links. Any housing or business will be dependent upon vehicle or other transport links. Struggle to achieve walking links or access to nature.
- Lack of habitat connectivity / large areas of public space promoting biodiversity. Difficult to improve biodiversity due to airport restrictions on woodland planting.
- The natural and cultural heritage of West Edinburgh is to an extent underplayed, given the wealth and breadth of other assets in the city, and in other nearby locations such as the Pentland Hills Regional Park.
- There are assets that connect West Edinburgh with the city, such as cycle routes, walking routes, and others combining natural and cultural heritage such as the Union Canal.
- New development proposals should link natural and cultural assets in the wider West Edinburgh Area to strengthen identity, to the benefit of the local population, employees and users of the area.

## 2.6.5 A Connected Place

### Policy Aspiration

The whole country has access to high-speed fixed and mobile digital networks. We make better use of our existing infrastructure, and have improved internal and international transport links to facilitate our ambition for growth and our commitment to an inclusive society.

### Detailed feedback:

- Great connections by all modes but lack of development in the area.
- Many communities receive poor mobile service and digital networks are slowly reaching the area.
- Significant congestion is experienced on routes between rural settlements.
- Lack of delivery mechanism and communication between stakeholders who block delivery of development.
- Need for communication with education infrastructure as secondary school not needed/not approved in the LDP.
- Travelling north/south is difficult.
- SEStran Regional Transport Strategy 2015-25 notes the delivery of the key interchanges can only deliver full economic benefit if effective for the whole region.
- City Deal Funding will support HWU & Research park. Queensferry Crossing to maintain crucial links, roads around airport/bypass congested at peak times.
- Rail electrification helped to some extent but investment in service frequency (e.g. Curriehill) is needed.



## 2. West Edinburgh Today

### 2.7 Identification of Inclusive Growth Barriers

As part of the key stakeholder engagement process, respondents were specifically asked to identify barriers to inclusive growth in West Edinburgh, and key stakeholders required in order to break down those barriers. These conclusions were tested and refined at the Project Partner Workshop and set the basis for developing a proposed spatial response to fulfilling West Edinburgh's potential.

#### 2.7.1 Overview of Feedback

The following key themes and comments were provided in relation to the current performance of West Edinburgh against the aspirations of NPF 3.

Identified Barriers to Inclusive Growth	Key Stakeholders Identified
<ul style="list-style-type: none"><li>• Lack of transparency in planning progress and link between individual developments.</li><li>• Lack of visible progress in the area puts off investors.</li><li>• Lack of a wider West Edinburgh masterplan.</li><li>• Difficult to move around locally without a car.</li><li>• Lack of access to range of affordable homes.</li><li>• Lack of strategic infrastructure investment / delivery of CEC's LDP Action Plan.</li><li>• Under-resourced public organisations cannot seem to deliver, despite good intentions.</li><li>• No link between NPF3 which identifies the area for growth and the LDP.</li><li>• Scale and nature of private ownership limits influence of planning policy.</li><li>• Lack of integrated leadership/coordination from decision makers, including approach to environmental constraints.</li><li>• Competing priorities between communities and key stakeholders.</li><li>• Lack of agreed council/political vision to delivery agreed long term strategies.</li><li>• Lack of coordination of resources outside of town planning to combat deprivation, e.g. social work, education support, employment support, housing support, health support and supportive legislation such as gender pay equality.</li><li>• Rural West Edinburgh often neglected and not considered part of the city.</li><li>• Existing open space is under-utilised and inaccessible.</li><li>• Connectivity is too heavily focussed on city centre and regional transit.</li></ul>	<ul style="list-style-type: none"><li>• Capital City Partnership</li><li>• City of Edinburgh Council</li><li>• City Deal representatives</li><li>• Education sector</li><li>• Edinburgh Airport</li><li>• Energy Providers</li><li>• Financial Institutions</li><li>• Health providers</li><li>• Heriot Watt University</li><li>• Lothian buses</li><li>• Network Rail/Scotrail</li><li>• Scottish Enterprise</li><li>• Scottish Government</li><li>• Skills Development Scotland</li><li>• Small/medium-size/state owned enterprises</li><li>• Statutory Agencies</li><li>• Tech sector</li><li>• Transport Scotland</li><li>• Voluntary organisations/Community Groups</li></ul>

## 2. West Edinburgh Today

### 2.8 Summary of West Edinburgh Today (SWOT)

Strengths	Weaknesses
<ul style="list-style-type: none"><li>• Transport links to City are strong from some areas.</li><li>• Successful international airport.</li><li>• Gateway access to central belt of Scotland.</li><li>• Few major landowners.</li><li>• Existing sport and leisure assets.</li><li>• Strong education links with a series of schools , colleges and universities.</li><li>• Committed private investment in development.</li><li>• Good transport links to employment base in Fife.</li><li>• Space.</li></ul>	<ul style="list-style-type: none"><li>• Traffic congestion.</li><li>• Lack of parking at Ingliston and Hermiston Park and Rides as a result of increased usage.</li><li>• Dominance of 'hard' infrastructure.</li><li>• Lack of affordable housing across the area, although a large concentration of this in Wester Hailes.</li><li>• Difficulty to move north/south given physical barriers: all transport provision is based on links with city and region, rather than local need.</li><li>• Not realised full economic potential.</li><li>• No sense of place or character.</li><li>• Conflict between urban and rural environments.</li><li>• Lack of high quality, accessible open space.</li><li>• Lack of habitat connectivity.</li><li>• Natural assets are under-utilised.</li><li>• Quality and diversity of housing.</li><li>• Perceived lack of local skills resource.</li><li>• Noise and air quality effects.</li><li>• Lack of high quality amenities</li><li>• Lack of coordinated approach to the area has led to inertia.</li><li>• No previous analysis of housing type demand.</li><li>• Airport adjacencies may not be suitable for housing, given noise, pollution, traffic, etc.</li><li>• No designated 'centre'.</li></ul>



### Opportunities

- Successful drivers for economic growth are in place: transport, land, education.
- Tourism potential, particularly around the canal.
- High demand for housing.
- Good potential to integrate communities with academic and business activity, and tailor outputs to meet local as well as regional and national needs.
- Scope to build on and expand existing learning 'hubs' to focus growth of education facilities at a variety of levels with community, business and sports / leisure interests.
- Significant development activity and interest in future opportunities.
- Opportunity to harness growth and ensure that this meets wider objectives, as opposed to site specific needs.
- More creative energy usage and consumption i.e. district heating, renewables, biomass, etc.
- Opportunity to provide better links with cultural and heritage assets.
- Should focus on a wider framework, prioritising projects which can deliver in the short term without significant public investment.
- Links to City Deal.
- The city is the forefront of higher education with world class universities however these need to be linked to ambitious, economic development plans that are forward thinking and will help diversify the local economy.
- Has the attention of the international investment community.
- Ensure benefits of new development work for existing communities.
- Active travel is an opportunity to address existing constraints in West Edinburgh, in addition to contributing to national targets aimed at addressing climate change and the climate emergency.
- Coordinating delivery groups to provoke partnership working where no ownership unity exists.
- Scope for low carbon 'green cores'.
- Potential to feed economic development from airport expansion plans.
- Emerging Local Development Plan and NPF 4.

### Threats

- Failure to determine planning applications leads to uncertainty of investment.
- Lack of joined up thinking to bring forward sustainable solutions for this area.
- No large-scale masterplan owned by CEC.
- Lack of coordinated activity between key stakeholders.
- Lack of employment opportunities / access to employment opportunities.
- Gateway Station, Almond Loop and Rail service under-utilised.
- Gas network and broadband not reliable.
- Site specific residential and / or business proposals can often fail to reflect the wider potential and the power of a more coordinated approach to maximise the benefits to the wider area.
- Local objection to change in the area.
- Competition from other city regions.
- Perceived lack of confidence from decision-makers.
- Scottish Water and other public sector partners need to understand long term strategy to effectively facilitate appropriate infrastructure.
- Increased growth may impact further on air quality.
- Potential loss of important green belt and further reliance on private car.
- Landscape character or key viewpoints could be adversely affected by development
- Lack of coordinated approach.
- Development of housing without identity and appropriate mix of uses.
- Monotonous housing/build standard.
- Long journey times in and around the area.

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**Inclusive Growth  
Diagnostic**

**03**



## 3. Inclusive Growth Diagnostic

### 3.1 Introduction

The Scottish Centre for Regional Inclusive Growth (SCRIG) is committed to providing access to relevant analytical tools to help stakeholders progress on the development and practical application of inclusive growth policies and action. The SCRIG inclusive growth diagnostic framework emphasises the need to consider an evidence-based approach to policy-making. This process starts with understanding local data and evidence to identify areas for further investigation, including acknowledging evidence gaps and working to improve them. The Inclusive Growth Diagnostic supports the identification of constraints to inclusive growth and informs the development of policies designed to be more consistent with achieving the inclusive growth outcomes within specific local areas and regions.

Taking the outputs of the socio-economic and land-use baseline to the next level, the assessment phase of the WE-SSIG has adapted the broad principles of the inclusive growth diagnostic framework in order to identify, characterise and prioritise the fundamental constraints to inclusive economic growth in West Edinburgh. This has ultimately led to the identification of potential solutions to overcoming these barriers, or 'drivers for inclusive growth', which are discussed further in Section 3.4.

### 3.2 Characterisation of Inclusive Growth Barriers

#### 3.2.1 Connectivity & Infrastructure

It is recognised that Edinburgh International Airport is a nationally significant strategic asset for West Edinburgh which is supported by a network of tram and rail connections linking the area to Edinburgh City Centre, the wider Lothian and Fife regions and across the central belt. However, the options for moving around within West Edinburgh, particularly on a north/south axis remain limited due to physical barriers, active travel routes are fractional and there is a reliance on private car usage which is epitomised by heavy traffic at peak times and issues around air quality. Park and ride facilities at Ingliston and Hermiston Park are overly busy and it is perceived that the Edinburgh Gateway rail interchange is under-utilised. Foul drainage capacity, as well as energy provision and telecommunications supply is also a potential constraint to sustainable growth.

#### 3.2.2 Character & Identity

The Green Belt to the west of the bypass acts as a natural boundary between West Edinburgh and the urbanised centre of Edinburgh city. This has resulted in a broad trend of pushing new residential development

beyond the Green Belt into Mid and West Lothian. This coupled with piecemeal speculative residential development coming forward within the Green Belt has the potential to create a series of unconnected communities with an ill-defined sense of place or character. Furthermore, there remains a conflict as to whether West Edinburgh is characterised as an urban extension to the city, or a rural hinterland. There is a perceived lack of high quality, accessible open space and overall natural assets (biodiversity, heritage, landscape, watercourses) are under-utilised. There are a number of sport and leisure assets in the area as well as a string of educational hubs. The headquarters of RBS, Edinburgh Park, the Gyle centre and the airport are the primary employment hubs.

#### 3.2.3 Social Infrastructure

Re-forcing the conclusions of the baseline assessment, it has been recognised through interviews with key employers in West Edinburgh (for example, Heriot Watt University and Edinburgh Airport) that social infrastructure barriers such as lack of childcare provision, health inequalities and diminished educational support do act as a significant employment restrictions in the locality. This coupled with a lack of awareness of employment opportunities often results directly in disengagement, social exclusion and ultimately drives inequality in West Edinburgh.

#### 3.2.4 Leadership and Clarity

Again, as supported by the baseline assessment, a common theme which evolved throughout the stakeholder engagement process was a lack of leadership and clarity around the future strategy for West Edinburgh and this permeates through all of the barriers to inclusive growth which have been identified. With the demise of the West Edinburgh Planning Framework, the current LDP aspires to deliver controlled business and residential growth in the area, but has been unable to effectively facilitate the majority of this throughout its lifetime and has been tested by a series of unallocated mixed-use applications coming forward in the Green Belt. This has led to a lack of joined-up thinking and an absence of conviction by decision-makers which has ultimately held back West Edinburgh's potential for strategic growth.

#### 3.2.5 Ownership

Although there is only a small number of landowners in West Edinburgh, there is no significant strategic parcels of land which are under public ownership and therefore control of future development and infrastructure is primarily influenced through development planning. The competing interests and objectives of landowners in the locality also acts as a barrier for inclusive growth.

#### 3.2.6 Untapped Potential

Another key theme which permeates across all barriers is that West Edinburgh presents a real untapped asset for the city and region, with space to implement positive change. As previously discussed, NPF 3 envisages West Edinburgh as *"a successful business-led city extension which fulfils its potential for international investment, new jobs and high quality of place"*. To date however, investment and resulting development has not been as extensive as expected, typified by the failure to deliver the extensive employment land established in the LDP (Emp 5: Royal Highland Centre, and Emp6: International Business Gateway). These sites remain well connected to the city centre via the tram network and surrounded by high quality education institutions, however investment and resulting development has not been delivered at the pace expected.

#### 3.2.7 Environmental Constraints

There are a number of environmental and land use policy constraints, as well as technical delivery constraints (e.g. drainage and water management) which restrict and constrain the opportunity for development in West Edinburgh, but this should be balanced against the rich natural and cultural assets which are present throughout the area and remain largely under-utilised and difficult to access. The reliance on car usage in the area and associated air quality management issues does have the potential to directly effect the health and wellbeing of the local population. There is also a wider aspiration for a low carbon future in city and an associated expectation that any forthcoming development demonstrates how emissions will be managed and energy usage balanced.

#### 3.2.8 Lack of Diversity

Another recurring theme across the engagement process was an overall lack of choice within West Edinburgh, which ultimately has a direct impact on social exclusion. As well as a reliance on private car to move around locally, there is an identified lack of choice when it comes to affordable family housing, employment opportunities and access to recreational facilities.



# 3. Inclusive Growth Diagnostic

## 3.3 Prioritisation of Inclusive Growth Barriers

In line with the broad parameters outlined in the SCRIG Local and Regional Inclusive Growth Diagnostic User Guide, Table 3.1 below outlines an assessment of the significance of each inclusive growth barrier against the criteria identified in Table 3.2, covering social inclusion, economic growth and low carbon objectives.

In summary, the barriers to inclusive growth barriers can be prioritised as follows, which is broadly consistent with the engagement feedback received:

- 1. Leadership and clarity.
- 2. Untapped potential / Connectivity and Infrastructure.
- 3. Lack of Diversity.
- 4. Character and Identity / Social Infrastructure.
- 5. Ownership.
- 6. Environmental Constraints.

Under Phase 2 of the WE-SSIG, these priority rankings will ultimately inform the prioritisation, deliverability and potential impact of the inclusive growth drivers which have been identified.

Table 3.1 – Prioritisation Matrix						
Barrier to Economic Growth in West Edinburgh	Inclusion	Growth	Low Carbon	Score	Ranking	Priority Weighting (to inform deliverability matrix)
Connectivity and Infrastructure	2	3	2	7	2=	High
Character and Identity	2	2	1	5	4=	Medium
Social Infrastructure	2	2	1	5	4=	Medium
Leadership and Clarity	3	3	2	8	1	High
Ownership	1	2	1	4	5	Low
Un-tapped Potential	2	3	2	7	2=	High
Environmental Constraints	1	1	1	3	6	Low
Lack of Diversity	2	2	2	6	3	Medium

Table 3.2 Scoring Criteria				
Impact Descriptor	Score	Inclusion	Growth	Low Carbon
<div>Large</div>	3	The constraint is specifically preventing access or potential to secure, fulfilling and well paid employment opportunities for all groups in society, or is impacting on inclusion within society as a whole.	The constraint is significantly holding back a key driver for competitive economic growth (i.e. innovation, investment, human capital, internationalisation).	The constraint is increasing reliance on fossil fuels or significantly damaging the natural and physical resources in the area.
<div>Medium</div>	2	This constraint is acting as barrier to facilitate a diverse working age, skilled population or is failing to support a reduction in inequality.	The constraint is creating significant uncertainty in the market resulting in delay or detraction in investment and growth.	The constraint is preventing a transition to a low carbon economy.
<div>Small</div>	1	The constraint has a negligible effect on the availability of secure and well paid employment opportunities.	The constraint has a negligible effect on facilitating competitive economic growth.	The constraint has a negligible material effect on energy use or consumption.



### 3. Inclusive Growth Diagnostic

#### 3.4 Identification of Inclusive Growth Drivers

##### 3.4.1 Key Stakeholder Feedback

As part of the stakeholder engagement process, respondents were asked to prioritise one short-term objective (i.e. immediate) and one medium-term objective (in line with City Plan 2030), and one long-term objective (City Vision 2050) to drive inclusive growth in West Edinburgh. The collated results are presented in Table 3.3 below.

##### 3.4.2 Project Partner Feedback

In order to generate discussion at the Project Partner workshop, a series of provocations were put to attendees, partly to help build a future vision for West Edinburgh, but also to draw out additional interventions which might spark inclusive growth.

###### Project Partner Provocations

- Who is responsible for delivering inclusive growth in West Edinburgh? – and how might that be actioned
- Should West Edinburgh be re-prioritised as an integrated mobility area, connecting the city centre with wider regions? If so – how?
- How can we best utilise the airport to drive inclusive growth?
- Should existing urban spaces and neighbourhoods in West Edinburgh be intensified instead of new greenfield development?
- Do we need to redefine the term/function of ‘Greenbelt’ for West Edinburgh?
- Should mobility connections within the West Edinburgh locality be prioritised over wider regional links?
- Is spatial planning the key driver for inclusive growth in West Edinburgh or should the priority instead be on socio-economic investment (education, skills, social infrastructure)? – if so, what and how?
- What are the best mechanisms to collaborate with developers/ investors to unlock inclusive growth opportunities in West Edinburgh?
- Should the Development Plan regulate / influence or respond/react in terms of diversification? – Carrot or stick approach?
- Are there any barriers/threats to delivering inclusive growth in West Edinburgh which are too great to overcome? e.g. showstoppers – and how might these be mitigated?

Further discussion was based around how best to get most impact and meet inclusive growth strategy from present day to 2030 and beyond.

In this case, participants were invited to consider possible interventions, from ‘Do minimum’ to ‘Do maximum’ and across a range of timeframes.

Table 3.4 presents ideas for key Inclusive growth drivers which were extracted from this discussion:

Table 3.3 Key Stakeholders Inclusive Growth Drivers	
Short Term (Immediate)	Medium Term (City Plan 2030)
Funding to improve local bus services	Identify transport investment, including alternative transport, P&R or bus lane, to reduce car travel dependency, potentially through developer contributions.
Immediate implementation of LDP Action programme initiatives	Delivery of transport hub at Currie Hill.
Ensure that viability of 2016 LDP allocated sites are not prejudiced by emerging policies in City Plan 2030	Collaborative working within CEC to deliver key sites.
A masterplan which includes appropriate amounts of affordable housing and business developments.	Political alignment and support for the inclusive growth agenda in West Edinburgh to enable Council planning policy and corporate objectives to move forward positively and be realised within the City Plan 2030.
Strategic consultation with the local communities.	Ensure any masterplan includes appropriate amounts of affordable housing, built in a way that establishes sustainable travel from the outset.
Coordinate infrastructure requirements across all stakeholders, with focus on low carbon technologies and digital connectivity.	Ensure business development site allocations similarly favour sustainable staff travel plans, and consider allocation of land in masterplanning for a mobility hub to promote shared mobility solutions, bus turning points to future proof public transport services.
Identify West Edinburgh in NPF 4	There is a need for the development of key development sites within the SEStran region to be fully aligned to both national level and regional level policies and strategies..
Ensure land use and access proposals are consistent with SEStran Regional Transport Strategy aims, objectives and policies to pick up on acknowledged and appraised strategic aims, and that any measures and interventions meet these.	Identify through transport planning and appraisal potential for alternative transport infrastructure to reduce car travel directly to the site, including Park and Ride / bus lane prioritisation and space reallocation.



### 3. Inclusive Growth Diagnostic

**Table 3.4 Project Partners Inclusive Growth Drivers**

Short Term (Immediate)	Medium Term (City Plan 2030)
An incredible and convincing proposition that all stakeholders buy into is fundamental. A Strategic Group should be set up to develop the proposition which should include: the public sector both local and national agencies; cross-party politicians; private sector (land-owners and developers).	Current links are for passing through rather than into and around West Edinburgh. Need connectivity and desire to move between areas in West of Edinburgh.
Place, Space, Provision "Brand". Needs an identity and brand to help shape connections needed around, through and out of the area	Potential new bridge across the bypass at East Riccarton, needs to be quality green space in itself that other developers can take advantage of.
Pre-empting the potential decline of areas before they worsen by providing infrastructure.	Retrofitting link into existing neighbourhoods as well as connecting and making best use of existing infrastructure. e.g unlocking Edinburgh Gateway.
Investigate ways to harness Edinburgh Airport's contribution to the Climate Emergency? Vision to create Scotland as a "Green Tourist Hub." Airport is important, but what is its' future role as an economic contributor in the context of climate emergency? Should we rely on the airport as an anchor?	Removing cars from road outside bypass.
Redirect further densification along the tramline, encouraged by public sector.	Define Herriot Watt University as a key hub for expansion.
Identify ways to work with the bypass, which currently is a significant physical barrier.	Balance needed between physical and social economic propositions.
Study needed to look at what the value of Greenbelt Protection for certain areas may emerge 2 classes of Greenbelt: 'hands off' and 'development allowed were it meets low carbon, infrastructure needs'.	Aligned national, regional and local / community place planning.
Market test areas to provide confidence to the market.	Equalisation as a mechanism to collaborate and share costs on infrastructure
Agree Public Sector Response to what private sector needs	Work from 'places' West Edinburgh is not once place, but several smaller places
Develop jobs, skills and learning strategy for West Edinburgh	CPO key sites so that local authority can start / lead development to create confidence in the private sector.
	Build out First Developments eg. Cammo, West Craigs and then engage with Developments yet to start to ensure they meet a clear vision – collaborate to meet that.
	Build more EV Infrastructure
	Deliver WETA Recommendations
	Establish Westerhailes as a 'digital school of excellence'

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**West Edinburgh  
Could Be...**

**04**



# 4. West Edinburgh Could Be...

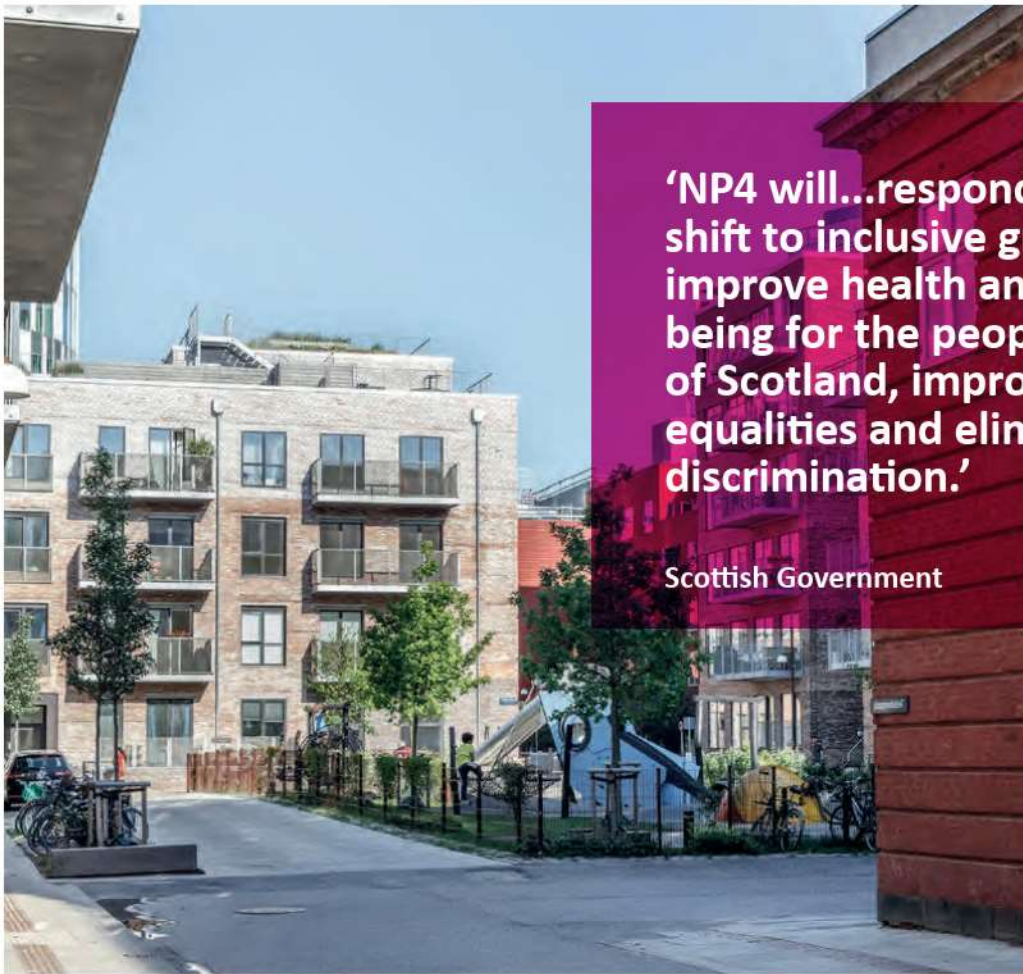
## 4.1 Introduction

As part of the Project Partner workshop a number of case studies of similar-scale spatial strategies across Europe were presented in order to inspire a creative approach to solutions to inclusive growth in West Edinburgh. A summary of these are presented in 4.2 overleaf detailed information on each case study is presented in Appendix D.

This supplemented feedback from the stakeholder questionnaire which challenged respondents to establish a Vision for West Edinburgh across the next 30 years in line with the key themes identified in Edinburgh’s City Vision 2050. Again, this was framed against NPF 3’s four objectives for a ‘Successful Scotland’, namely, Inspired, Thriving, Connected and Fair.

The feedback received is presented in Section 4.3 alongside the additional feedback received from the Project Partnership Workshop, where attendees were asked to summarise their vision for what ‘West Edinburgh could be...’ in a succinct phrase or statement.

The key themes emerging from the visioning exercise, together with the identification of potential inclusive growth drivers established in Chapter 3 have ultimately informed the Provocations for future inclusive growth which are outlined in Chapter 5.



**‘NP4 will...respond to the shift to inclusive growth; improve health and well-being for the people of Scotland, improve equalities and eliminate discrimination.’**

Scottish Government



**‘..by 2030, Scotland’s communities are shaped around people and place, enabling walking and cycling to be the most popular mode of travel for short, everyday journeys.’**

Scottish Government Active Travel Framework



# 4. West Edinburgh Could Be...

## 4.2 Case Studies

### Learning from International Precedents

The Project Team has compiled a series of precedent case studies from around Europe that resonate with the context, aims and objectives of the West Edinburgh Spatial Strategy.

These case studies are predominantly from Northern Europe and Scandinavia and link dense urbanisation with landscape and city connections. Each of the examples vary in scale and their approach to the 5Ps: productivity, population, participation, people and place. However, they are all examples of best practice in creating visions and strategies for new city districts or regions, sustainable communities and productive landscapes with connected infrastructure.



**Nordhavn  
Copenhagen, Denmark**

A robust yet flexible strategy for the transformation of a former industrial harbour into a new, sustainable city district.

Identifiable neighbourhoods are connected and integrated to the city centre through a sustainable mobility plan, with a focus on cycle and pedestrian routes and the integration of blue-green infrastructure.

**Kalasatama Smart City  
Helsinki, Finland**

City expansion within a former harbour into a model 'smart city' district connected by metro, bus and tram.

Strategy and vision allows for flexible development through collaboration between residents, local authority and private enterprise.

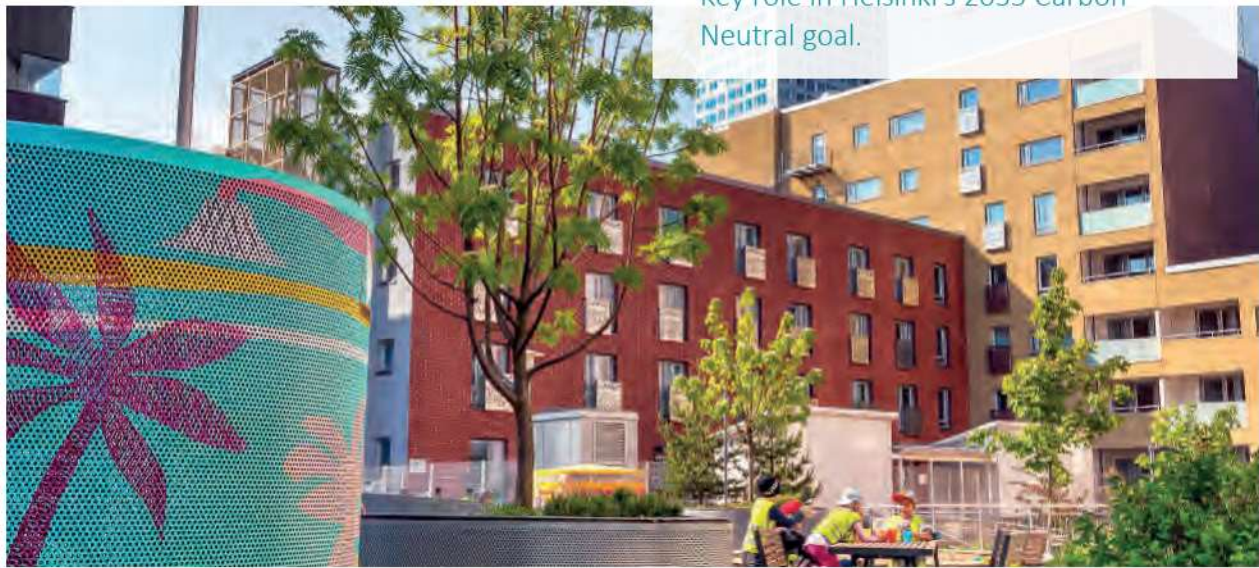
Key role in Helsinki's 2035 Carbon Neutral goal.



**Vauban District  
Freiburg, Germany**

Sustainable, low carbon, car free neighbourhood on 40 hectare site. Resident participation encouraged in construction, maintenance and management through housing cooperatives.

Buildings become a productive landscape through solar energy generation.



**Vision 2030 Almere  
Almere, Netherlands**

Vision and strategy for new district of the city of Almere, creating homes for 150,000 new residents.

The strategy combines water, nature reserves and new urban development. Four distinct areas are connected to each other and the city centre via new infrastructure and metro lines.



**Emscher Masterplan  
Rhur Valley, Germany**

Re-imagining of a large, unproductive, post-industrial area into a thriving ecological landscape.

Large-scale development and infrastructure are balanced with small scale installations, all of which are focused around key water courses.





# 4. West Edinburgh Could Be...

## 4.3 Future Visioning

Table 4.1 What West Edinburgh Could Be - Key Stakeholder Feedback			
Inspired	Thriving	Connected	Fair
Innovation centre working for the whole region	Jobs and learning	An extension of the city centre	Inclusive accommodation
Bring culture to West Edinburgh i.e. festival events	Meet the needs for Grade A office space for Edinburgh	Integrated rail and bus services attracting employees, students, visitors from the west including Glasgow and the north.	Inclusive multi use hub for communities
Accessible and high quality open spaces	Mixed use live-work location with transport hubs and village centres	A focus on low carbon travel options.	Promoting quality life for all with sustainable transport on the doorstep
Research park which enables further innovation and entrepreneurship in West Edinburgh	A regional growth hub	Enhanced green networks	A fully developed Heriot-Watt University and research park with ties to secondary and primary schools around the area, including those in deprived communities
World class learning centre	A destination for international regional offices bringing diversity of jobs and people.		A place which creates shared experiences
A series of standalone communities for people to live, work, learn and play in close cooperation but without overreliance on the wider Edinburgh City region.	Turn West Edinburgh into the 'Economic lungs of the region's growth by attracting global, innovative companies.		



## 4. West Edinburgh Could Be...





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Trams to City Centre  
**Inclusive Growth  
Strategy**

**05**



# 5. Inclusive Growth Strategy

## 5.1 Introduction

Emerging from the visioning exercise and the identification of potential inclusive growth drivers established in Chapter 3, a number of indicative interventions for facilitating inclusive growth in West Edinburgh have been identified. These have been grouped broadly into the following Propositions which have been developed to inform discussion about future options for change:

- 1. Growing Social Resilience.
- 2. Local Connections & Open Space.
- 3. Regional Mobility & Energy Hub.
- 4. Influencing Market-Led Proposals.
- 5. New City District(s).

Each Proposition encompasses a number of indicative interventions (Inclusive Growth Drivers) which have been specifically developed to address the barriers to inclusive growth which have been determined through the baseline data collation and engagement process. These are discussed further in the Option Data Sheets which are presented in Section 5.3.

## 5.2 Assessment Methodology

The Scottish Government's 5P outcomes for Inclusive Growth discussed under Section 2.2 have been adapted to apply specifically to West Edinburgh and each Proposition has been considered against the criteria outlined in Table 5.1 below to establish the significance of each option in the overall aim of delivering inclusive growth. Sustainability objectives are also engrained within the scoring criteria. The Inclusive growth outcome score for each option is presented on the associated Option Data Sheet.



## 5. Inclusive Growth Strategy

**Table 5.1 Inclusive Growth Assessment Methodology**

Scoring Criteria	✓✓	✓	±	×	×
<b>Productivity</b> Does this Proposition facilitate competitive and economic growth in West Edinburgh which is resilient and sustainable.	Facilitates a broad range and diversity of commercial space which is coordinated, strategically planned and integrated to attract international investment.	Facilitates economic growth through a standardised mix of large-scale commercial space (office/industrial) which is well connected at regional and local levels.	Economic growth is largely reactive/speculative and un-controlled.	Economic growth is likely to be restricted or delayed significantly due to lack of access to high quality, accessible commercial space.	Lack of infrastructure or support to facilitate competitive and economic growth will result in vacant commercial space, or relocation of existing businesses.
<b>Population</b> Does this Proposition support and facilitate a diverse working age population in West Edinburgh.	Provides a significant range and diversity of housing, employment opportunities, travel and lifestyle options to attract and support a diverse working age population.	Provides a limited range and diversity of housing, employment opportunities, travel and lifestyle options to support a diverse working age population.	Working age population will largely be drawn from existing local communities and wider regional centres as is the case presently.	Specifically excludes certain cohorts of the working age population from accessing employment opportunities in West Edinburgh.	Lack of support for all cohorts of working age population resulting in detrimental effect on existing businesses in the area.
<b>Participation</b> Does this Proposition facilitate access to fulfilling, secure and well-paid employment opportunities?	Has the potential to create large numbers of diverse, fulfilling, secure and well-paid jobs for local, regional and wider communities.	Has the potential to create limited numbers of permanent jobs; and/or a large amount of jobs which are focussed on a specific labour market/geography, or are less secure/well paid.	Has the potential to create a limited number of construction jobs over a temporary period.	A limited number of existing jobs are likely to be lost or have to be relocated as a result of this Proposition.	A large number of jobs are likely to be lost or relocated as a result of this Proposition (for example due to closure of major business).
<b>People</b> Does this Proposition facilitate a healthy and skilled population and support reducing inequalities?	Facilitates access to high quality open space and recreational assets and invests in creating stronger links between education facilities and industry in the area, placing inequality at the heart of decision making.	Enhances access to existing open space and recreational facilities. Seeks to provide enhanced physical connections, or choice of connections between communities, educational facilities and employment.	Opportunities for the local population will remain largely unchanged from the existing baseline.	Reduces access to existing open space and recreational facilities and negatively impacts on existing connections between communities and educational/employment opportunities.	Reduces both quality and access to existing open space and recreational facilities and specifically prevents links between education facilities and industry or results in a reduced educational offering in West Edinburgh.
<b>Place</b> Does this Proposition provide West Edinburgh with the natural and physical resources available to ensure a strong and sustainable future?	Provides West Edinburgh with enhanced natural and physical resources which creates a strong identity for the area, maximising the opportunity to provide a strong and sustainable, low carbon future.	Prioritises development of a limited number of key natural or physical resources only.	Existing natural and physical resources will remain largely unchanged from the present situation.	Has an overall negative impact on existing natural or physical resources in West Edinburgh, or specifically prevents transition to low carbon.	Has a significant detrimental impact on existing natural or physical resources in West Edinburgh, specifically preventing sustainable growth and increasing reliance on fossil fuels.
	✓✓	✓	±	×	×



# 5. Inclusive Growth Strategy

## 5.3 Propositions

A series of strategic options – or ‘Propositions’ – have been developed in response to the baseline findings, existing contextual information and stakeholder feedback.

The Propositions range from ‘do minimum/less development’ (Proposition 1) through to the creation of new city districts (Proposition 5) and various strategies in-between.

The Propositions seek to provide a deliberate variation in scale, urbanity and infrastructure in order to test the 5P’s and provide partners and stakeholders a range of issues to consider and measure.

The Propositions should not be confused with future visions or strategies entirely in themselves. Instead, they seek to set out potential strategies and opportunities for West Edinburgh with low carbon and inclusive growth in mind. They have been informed by best practice and the case studies outlined earlier in this report and their subsequent relationship to the 5P’s – Productivity, Population, Participation, People and Place.

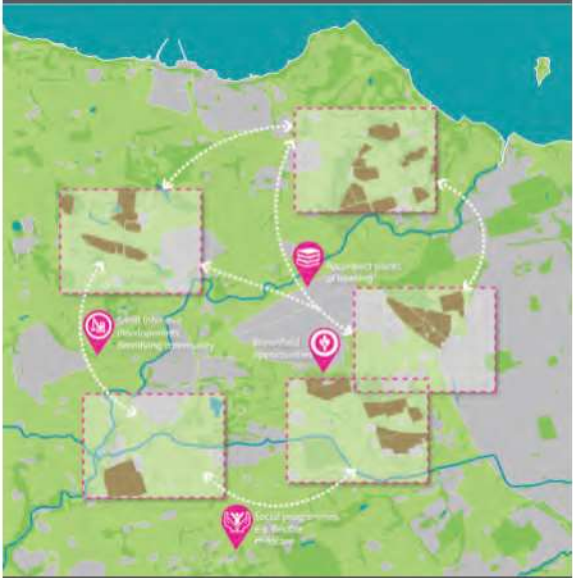
Each Proposition outlines a key focus or approach that could be taken to meet the objectives of the study and address the low carbon and inclusive growth priorities.

The options have been presented in diagrammatic form to capture the key issues and illustrate these in a broad way.

They are each described in more detail overleaf with associated assessment and scoring relative to the 5P’s.

**Proposition 1**


**Growing Social Resilience**



**Focus less on physical development and greater social infrastructure.**

**Proposition 2**

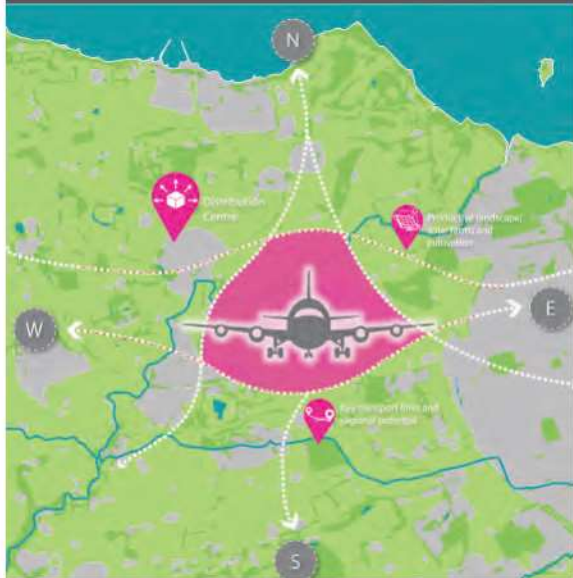
**Local connections and open space**



**Inter-connected Local Centres and open space with an enhanced leisure opportunities**

**Proposition 3**


**Regional Mobility and Energy Hub**



**Highly connected regional transport and energy centre**

**Proposition 4**


**Influencing market-led proposals**



**Develop existing market-led proposals with an emphasis on inclusive growth**

**Proposition 5**

**New City Districts**



**Intense, low carbon new neighbourhoods centred around low carbon lifestyles and wellbeing**



# 5. Inclusive Growth Strategy

## 1: Growing Social Resilience

This proposition suggests that there should only be minimal development within West Edinburgh over the coming decades. Instead, investment and attention should be focused towards building and enhancing social and infrastructure and community empowerment.

The greenbelt is retained as far as possible with only limited commercial development on brownfield sites.

Existing educational institutions and businesses should better connect with one another to form an 'educational identity' for West Edinburgh.

### Potential impact:

- Provides time and resource to address some of the socio-economic challenges in the area in a 'soft' way - rather than 'hard', physical development.
- Opportunity to form national exemplar in 'ground up' grassroots community engagement and development.
- Allows protection of the greenbelt and considers opportunities to enhance biodiversity and connection.
- Provides greater opportunities for educational and employment pathway.

### Note:

- Minimal physical development in short-medium term.
- Greater focus and investment towards social infrastructure with need to assign steering committee for inclusive growth in West Edinburgh.
- Development primarily to brownfield sites eg. small scale commercial / hotel development at Crosswinds and some additional housing.
- Focus towards development of Community Place Plans.



Developing Local Place Plans, Westerhailes, Edinburgh 2020



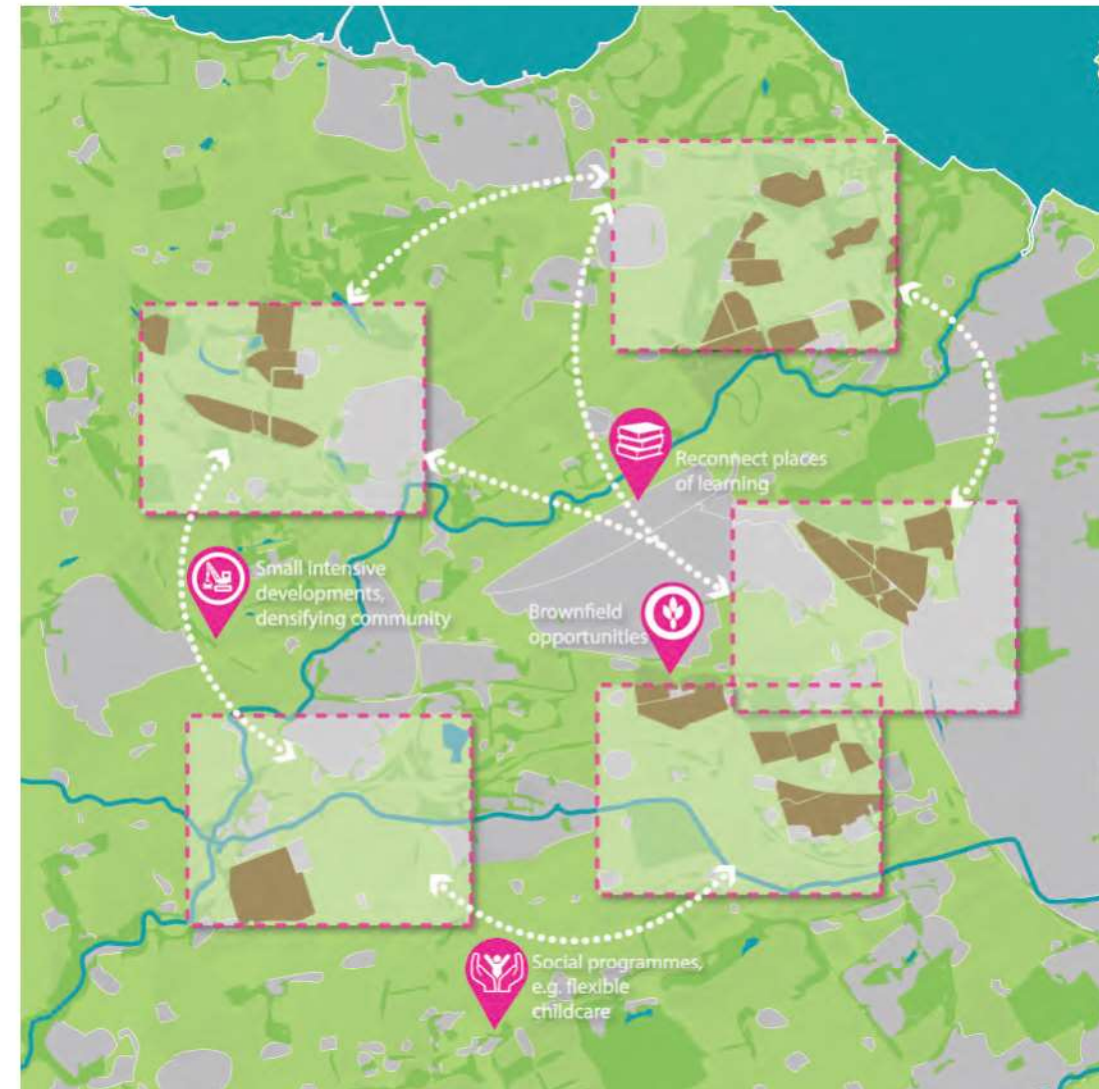
Red Bull Academy Learning Hub, Spain



Brownfield Development Athletes Village, Glasgow



Community Development, Midland, Netherlands



Option 1 Diagram, 'Social Resilience', Collective Architecture

Assessment/Scoring of Option relative to 5P's						
Scoring Criteria	Productivity: Does this option facilitate competitive and economic growth in West Edinburgh which is resilient and sustainable?	Population: Does this option support and facilitate a diverse working age population in West Edinburgh?	Participation: Does this option facilitate access to fulfilling, secure and well-paid employment opportunities?	People: Does this option facilitate a healthy and skilled population and support reducing inequalities?	Place: Does this option provide West Edinburgh with the natural and physical resources available to ensure a strong and sustainable future?	Barrier Busting
Social Resilience	±	✓	✓	✓✓	×	<ul style="list-style-type: none"><li>• Identity ✓</li><li>• Social Infrastructure ✓</li><li>• Leadership &amp; Clarity ✓</li></ul>



# 5. Inclusive Growth Strategy

## 2: Local Connections & Open Space

This proposition identifies existing local centres in West Edinburgh as places that could be better connected and intensified to provide increased local amenity and density.

West Edinburgh is also developed as a tourism and leisure destination linked to heritage assets, outdoor activity, improved active travel connections, the canal network and public transport corridors.

The intensified centres area connected via an orbital public transport network linked to Edinburgh city centre and beyond to Fife and Glasgow.

**Potential Impact:**

- Provides better-connected, mixed use, sustainable local centres.
- Enhanced tourism and leisure opportunities with increased health and economic benefits for local people and visitors.
- Intensifies existing communities through incremental development with small scale housing and commercial space (local 'hubs').

**Note:**

- Requires provision of increased active travel connections and corridors (particularly north / south).
- Promote local orbital public transport connections between key centres/upgrade existing routes.
- Requires strong partnership working across sectors to establish tourism and leisure identity/activities/canal (green/blue network) connect and restore/heritage.
- Re-prioritise A8 as a Gateway Avenue.



Active travel connections, Ruhr Valley Development, Germany



Tourism and leisure identity on the Canal, Pinkston Watersports, Glasgow



Local office 'hubs', Red Tree Business Centre, Glasgow

Option 2 Diagram, 'Local Connections', Collective Architecture



Assessment/Scoring of Option relative to 5P's						
Scoring Criteria	Productivity: Does this option facilitate competitive and economic growth in West Edinburgh which is resilient and sustainable?	Population: Does this option support and facilitate a diverse working age population in West Edinburgh?	Participation: Does this option facilitate access to fulfilling, secure and well-paid employment opportunities?	People: Does this option facilitate a healthy and skilled population and support reducing inequalities?	Place: Does this option provide West Edinburgh with the natural and physical resources available to ensure a strong and sustainable future?	Barrier Busting
Local Connections	±	±	±	✓✓	✓	<div>• Connectivity &amp; Infrastructure ✓</div> <div>• Identity ✓</div> <div>• Un-Tapped Potential ✓</div> <div>• Environmental Constraints ✓</div> <div>• Diversity ✓</div>



# 5. Inclusive Growth Strategy

## 3: Regional Mobility and Energy Hub

This proposition builds on the extensive air, road and rail infrastructure that already exists in West Edinburgh. It establishes the area as a regional mobility interchange, energy hub and distribution centre.

Any new development is intensified around the mobility interchange and linked to key arteries and connections for ready movement of people, energy and goods.

The area is transformed into a productive landscape with the opportunity to grow, harness and distribute low carbon energy, supplies and food.

### Potential Impact:

- Positions West Edinburgh as key regional centre for distribution and travel.
- Establishes new commercial enterprise with employment opportunities.
- Creates clearly defined identity and 'centre' within West Edinburgh.
- Potential to develop area for food production longer term resilience.

### Notes:

- Focus of new major transport and energy (e.g. renewables) interchange at Newbridge/Maybury.
- Establish network of park and ride facilities to connect with city centre and key rail stations.
- Potential contradictions in building large-scale logistics hub around airport in the context of Edinburgh's wider low carbon agenda.



Productive landscape, Nottingham Lane, Dorset

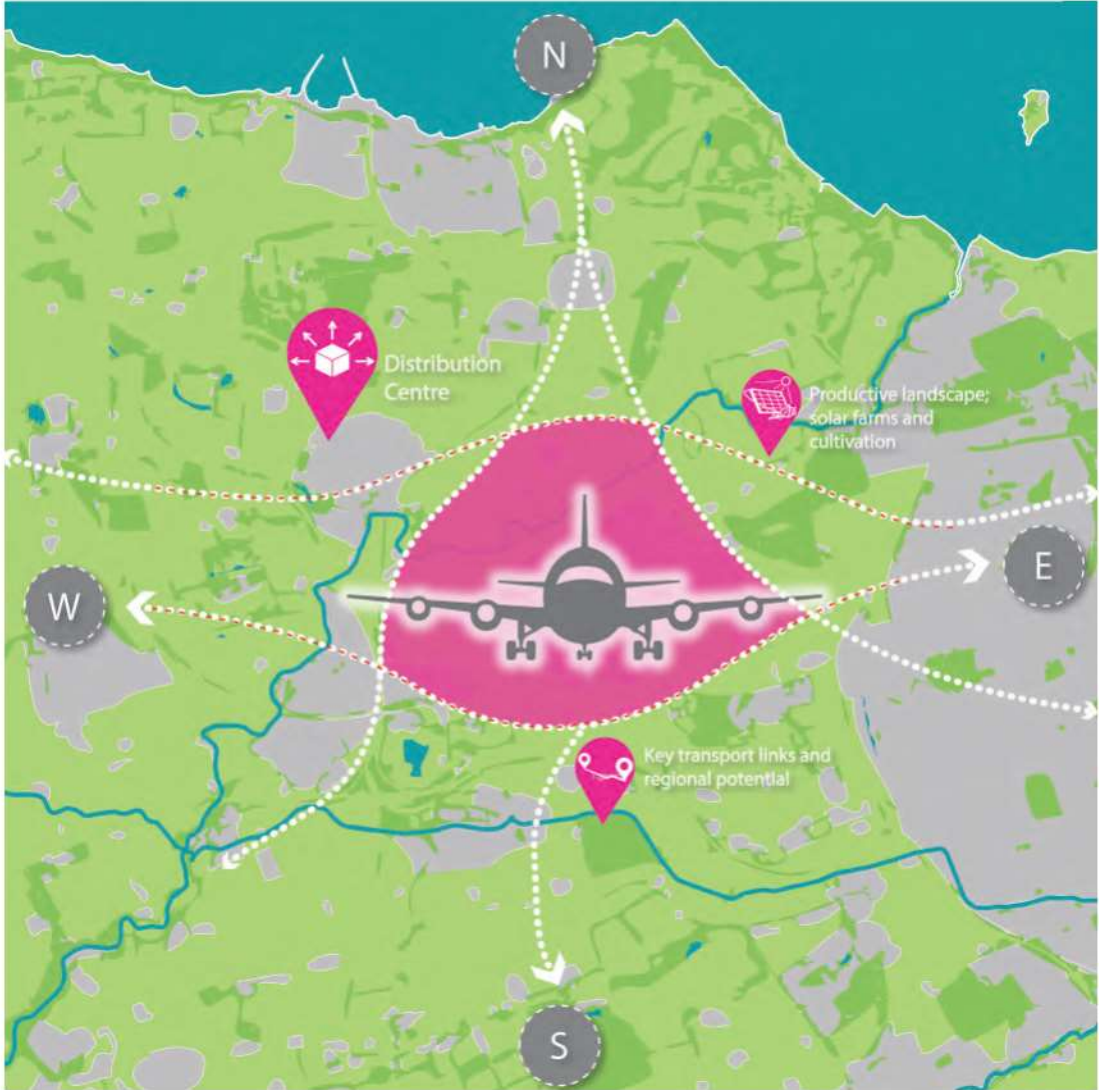


Transport Hub, Cargocentre, Frankfurt



Distribution Hub, EMEA Parts Centre in Germany

Option 3 Diagram, 'Regional Mobility and Energy Hub', Collective Architecture



### Assessment/Scoring of Option relative to 5P's

Scoring Criteria	Productivity:	Population:	Participation:	People:	Place:	Barrier Busting
	Does this option facilitate competitive and economic growth in West Edinburgh which is resilient and sustainable?	Does this option support and facilitate a diverse working age population in West Edinburgh?	Does this option facilitate access to fulfilling, secure and well-paid employment opportunities?	Does this option facilitate a healthy and skilled population and support reducing inequalities?	Does this option provide West Edinburgh with the natural and physical resources available to ensure a strong and sustainable future?	
Regional Hub	✓✓	✓	✓	×	×	<ul style="list-style-type: none"><li>• Connectivity &amp; Infrastructure ✓</li><li>• Identity ✓</li><li>• Leadership &amp; Clarity ✓</li><li>• Un-Tapped Potential ✓</li></ul>



5. Inclusive Growth Strategy

4: Influencing Market-Led Proposals

This proposition acknowledges that a number of large scale, market-led proposals for West Edinburgh are in the development pipeline.

These could be better coordinated and re-designed as a whole to meet inclusive growth and low carbon objectives.

Greenbelt release would be required at key areas only to ensure the delivery of dense, mixed tenure, affordable housing at a human scale. To be linked to existing communities with coherence between the natural and built landscape and the promotion of active travel opportunities.

Potential Impact:

- Delivery of new affordable, mixed tenure housing linked to existing neighbourhoods and communities.
- Clear and legible 'urban edge' to West Edinburgh.
- Enhanced links with existing communities, commercial and educational areas.
- Enhanced active travel and transport opportunities.

Notes:

- Redefine greenbelt and establish equalisation Agreements/ processes.
- Focus efforts on addressing barriers with developers e.g cross bypass connections /energy efficiency etc.
- Modal shift required to public transport to reduce reliance on car. Prioritise and deliver transport action programmes to deliver growth.
- Promote mix of housing scale and type, including adequate affordable housing.



Mixed housing and active travel, IJburg, Netherlands



International Business Gateway proposal



Green bridge, North Brabant, Netherlands

Option 4 Diagram, 'Influencing Market-led Proposals', Collective Architecture



Assessment/Scoring of Option relative to 5P's						
Scoring Criteria	Productivity: Does this option facilitate competitive and economic growth in West Edinburgh which is resilient and sustainable?	Population: Does this option support and facilitate a diverse working age population in West Edinburgh?	Participation: Does this option facilitate access to fulfilling, secure and well-paid employment opportunities?	People: Does this option facilitate a healthy and skilled population and support reducing inequalities?	Place: Does this option provide West Edinburgh with the natural and physical resources available to ensure a strong and sustainable future?	Barrier Busting
Market-led	±	✓	✓	✓	×	<ul style="list-style-type: none"><li>• Ownership ✓</li><li>• Un-Tapped Potential ✓</li><li>• Environmental Constraints ✓</li><li>• Diversity ✓</li></ul>



# 5. Inclusive Growth Strategy

## 5: New City Districts

This proposition suggests that a series of new city districts be formed as bold, affordable ‘green’ extensions of the City. These would be designed as low carbon ‘new towns’ from the outset, focused around sustainable local neighbourhoods with fast links into the City Centre and beyond.

The new districts are focused around existing green routes and corridors such as the Canal and linked to existing communities to the west. They provide ready access to outdoors, walkability, healthy living and affordability.

### Potential Impact:

- Intensive, low carbon extension of the City and redefinition of the greenbelt.
- Delivery of new affordable, mixed tenure housing linked to existing neighbourhoods and communities.
- New development models and approach to infrastructure.
- Enhanced active travel and transport opportunities.

### Notes:

- West Edinburgh to be defined as a strategic development area and nationally significant development under NPF4.
- Requires large-scale strategic masterplan for city extension which focuses on low carbon development.
- CPO required to deliver infrastructure which stimulates investment in key growth areas.
- Prioritise and deliver Public Transport Strategic Corridors routes 7-10 of the Mobility Plan.



Low carbon development, Almere Oosterwold 2030



Dense, mixed tenure housing  
Vauban, Freiburg



Cycle-Pedestrian Priority  
Cobe, Amsterdam

Option 5 Diagram, ‘New City Districts’, Collective Architecture



### Assessment/Scoring of Option relative to 5P's

	Productivity: Does this option facilitate competitive and economic growth in West Edinburgh which is resilient and sustainable?	Population: Does this option support and facilitate a diverse working age population in West Edinburgh?	Participation: Does this option facilitate access to fulfilling, secure and well-paid employment opportunities?	People: Does this option facilitate a healthy and skilled population and support reducing inequalities?	Place: Does this option provide West Edinburgh with the natural and physical resources available to ensure a strong and sustainable future?	Barrier Busting
Scoring Criteria						
City District	✓✓	✓✓	✓✓	✓✓	✓✓	<ul style="list-style-type: none"><li>• Connectivity &amp; Infrastructure ✓</li><li>• Identity ✓</li><li>• Social Infrastructure ✓</li><li>• Leadership &amp; Clarity ✓</li><li>• Ownership ✓</li><li>• Un-Tapped Potential ✓</li><li>• Environmental Constraints ✓</li><li>• Diversity ✓</li></ul>



## 5.4 Summary of Propositions

Each Proposition has been assessed or 'scored' relative to each of the 5P's (as per adjacent Table) to provide an overview of how these might achieve the key objectives, provide opportunity and potentially overcome some key barriers.

Assessment/Scoring of Propositions relative to 5P's						
Scoring Criteria	Productivity: Does this option facilitate competitive and economic growth in West Edinburgh which is resilient and sustainable?	Population: Does this option support and facilitate a diverse working age population in West Edinburgh?	Participation: Does this option facilitate access to fulfilling, secure and well-paid employment opportunities?	People: Does this option facilitate a healthy and skilled population and support reducing inequalities?	Place: Does this option provide West Edinburgh with the natural and physical resources available to ensure a strong and sustainable future?	Barrier Busting
Social Resilience	±	✓	✓	✓✓	×	<ul style="list-style-type: none"> <li>• Identity</li> <li>• Social Infrastructure</li> <li>• Leadership &amp; Clarity</li> </ul>
Local Connections	±	±	±	✓✓	✓	<ul style="list-style-type: none"> <li>• Connectivity &amp; Infrastructure</li> <li>• Identity</li> <li>• Un-Tapped Potential</li> <li>• Environmental Constraints</li> <li>• Diversity</li> </ul>
Regional Hub	✓✓	✓	✓	×	×	<ul style="list-style-type: none"> <li>• Connectivity &amp; Infrastructure</li> <li>• Identity</li> <li>• Leadership &amp; Clarity</li> <li>• Un-Tapped Potential</li> </ul>
Market-led	±	✓	✓	✓	×	<ul style="list-style-type: none"> <li>• Ownership</li> <li>• Un-Tapped Potential</li> <li>• Environmental Constraints</li> <li>• Diversity</li> </ul>
City District	✓✓	✓✓	✓✓	✓✓	✓✓	<ul style="list-style-type: none"> <li>• Connectivity &amp; Infrastructure</li> <li>• Identity</li> <li>• Social Infrastructure</li> <li>• Leadership &amp; Clarity</li> <li>• Ownership</li> <li>• Un-Tapped Potential</li> <li>• Environmental Constraints</li> <li>• Diversity</li> </ul>





**Option Deliverability  
and Impact**

**06**



# 6. Option Deliverability and Impact

## 6.1 Introduction

To inform the next steps of the WE-SSIG it is important to consider the Propositions in the context of both deliverability and the potential impact of overcoming the barriers to inclusive growth which have been identified. To assess this, each indicative inclusive growth driver identified within the Propositions has been assessed quantitatively against deliverability (time, public finance and extent of delivery partners) and impact (time, geographical influence and the number and extent of barriers addressed). Table 6.1 below outlines the scoring parameters which have been utilised. The Deliverability Impact Matrix outlined in Section 6.2 presents the outcome of the assessment.

The full assessment matrix is available in Appendix E.

Table 6.1 Deliverability Assessment Methodology

Deliverability				Impact		
Time to Implement	Public Finance Investment Required	Extent of Delivery Partners/ Control of outcome	Score	Time for Inclusive growth to be felt	Geographical Influence	Number or Extent of Growth Barriers addressed
Instant	Negligible	Delivered solely through Local Authority	3	Instant	National	High
0-5 years	Low	Local Authority and wider public sector and community stakeholders	2	0-5 years	Regional	Medium
5-10 years	Medium	Local Authority and selected private partners	1	5-10 years	City-wide	Low
10 years and beyond	High	Significant public and private partnerships.	0	10 years and beyond	West Edinburgh	Negligible

Table 6.2 Deliverability Impact Matrix

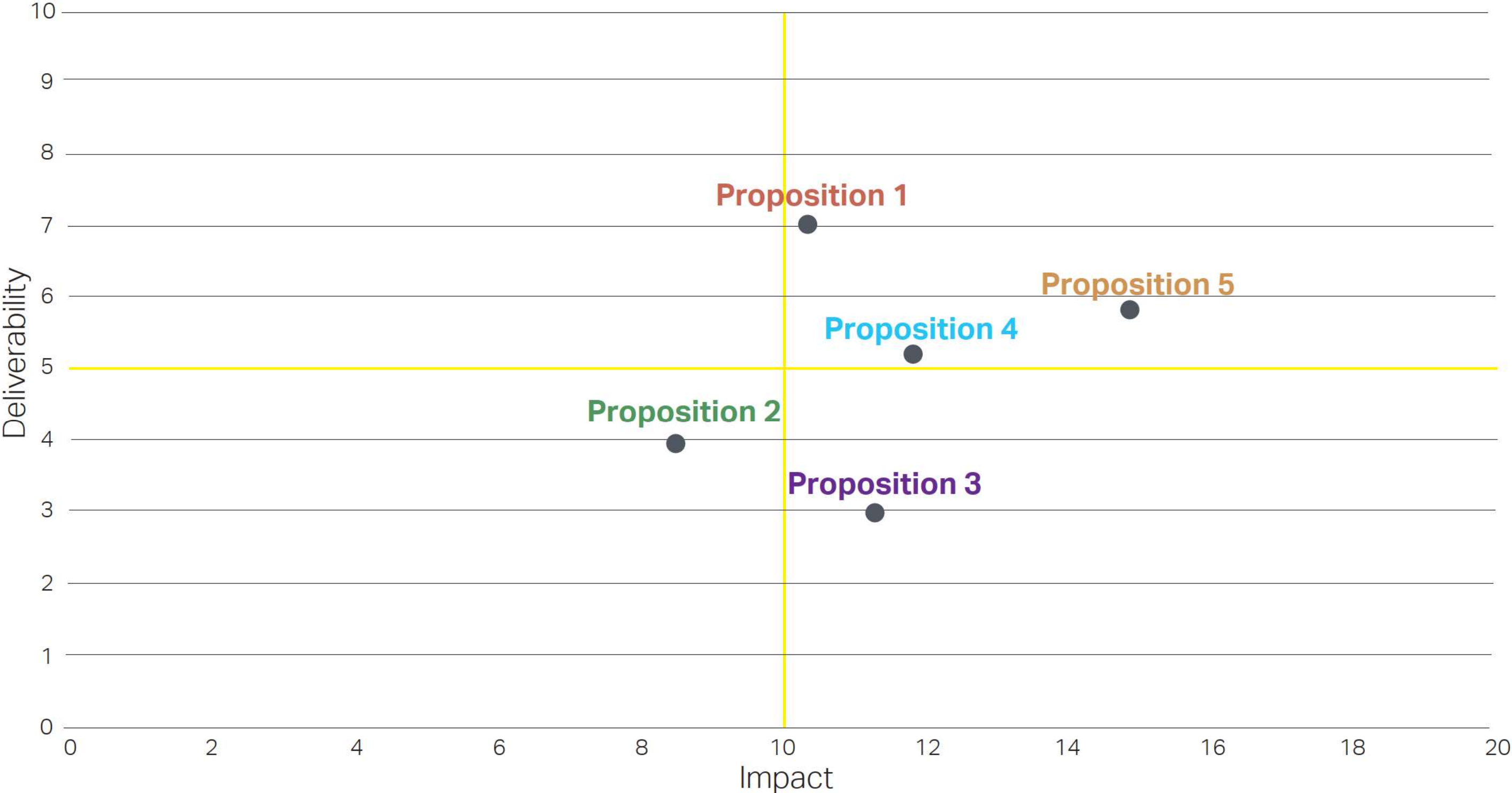
Proposition	Indicative Interventions
<b>1. Growing Social Resilience</b>	Development primarily to brownfield sites eg. small scale commercial / hotel development at Crosswinds and some additional housing. Focus investment towards social infrastructure by assigning steering committee for inclusive growth in West Edinburgh. Re-enforce Greenbelt protection and enhance biodiversity. Develop Community place plans. Connect Educational Institutions to facilitate clearer employment pathways
<b>2. Local Connections &amp; Open Space</b>	Intensify key centres with small scale housing and commercial space (local office 'hubs'). Increase active travel connections and options (particularly north / south). Break down bypass barrier and open up green space. Establish tourism and leisure identity/evening activities/canal (green/blue network) connect and restore/heritage. Promote local orbital public transport connections between key centres/upgrade existing routes. Re-prioritise A8 as 'gateway avenue'.
<b>3. Regional Mobility &amp; Energy Hub</b>	New transport and energy (e.g. renewables) interchange at Newbridge/Maybury. Establish network of park and ride facilities to connect with city centre and key rail stations. Links improved to other regional opportunities (Fife, Glasgow, etc.). Edinburgh Gateway. Promote large-scale logistics space, feeding off Airport masterplan. Direct investment in new commercial enterprises to generate employment. Longer term aspirations to develop area for food production resilience.
<b>4. Influencing Market-Led Proposals</b>	Large scale greenfield release based on current development pipeline Prioritise and Deliver transport action programmes to facilitate growth. Equalisation Agreements/processes. Promote mix of housing scale and type, including adequate affordable housing. Focus efforts on addressing barriers with developers e.g cross bypass connections / energy efficiency etc. Mode shift to public transport to reduce reliance on car.
<b>5. New City District(s)</b>	Develop large-scale strategic masterplan for city extension which focuses on low carbon development. Identify West Edinburgh strategic masterplan as a nationally significant development in NPF 4. CPO to deliver infrastructure which stimulates investment in key growth areas. Prioritise and deliver Public Transport Strategic Corridors routes 7-10 of the Mobility Plan. Delivery of new affordable, mixed tenure housing linked to existing neighbourhoods and communities.



# 6. Option Deliverability and Impact

## 6.2 Deliverability Matrix

Figure 6A Deliverability Impact Matrix





## 6. Option Deliverability and Impact

### 6.3 Summary of Assessment

Through interrogation of baseline socio-economic and environmental data, as well as consultation with key stakeholders, Phase 1 of the WE-SSIG examines barriers to inclusive growth in West Edinburgh, assesses the relative importance of these barriers and seeks to establish potential interventions to overcome these. With reference to these barriers and interventions, a number of Propositions have been developed and framed against the Scottish Government's 5Ps of Inclusive Growth to encourage thinking around potential drivers for achieving the aspiration of inclusive and sustainable growth in West Edinburgh. Of the five Propositions presented, the most favourable when considered on balance between deliverability and impact is Proposition 4, 'Influencing Market-Led Proposals' with Proposition 5 having the strongest influence and Proposition 1 being the most straightforward to deliver.

Notwithstanding this, there are a number of interventions within each Proposition which need to be explored further to determine the extent to which they could combine to help deliver an optimum solution and fully realise the potential of West Edinburgh.

### 6.4 Overview of Next Steps

Phase 2 of the WE-SSIG will seek to:

- Review and refresh Phase 1 Outcomes.
- Re-engage with key stakeholders and local community representatives to test assumptions and develop strategies.
- Carry out a further review of the market and establish a robust future vision for West Edinburgh.
- Refine and analysis key options, including:
  - a. Identification of preferred option(s), including associated design drawings.
  - b. Consideration of cost implications for implementing interventions.
  - c. Completion of economic and social baseline.
  - d. Analyse economic growth potential for any selected options and to a detailed level the agreed preferred option, including the further development of growth scenarios and delivery mechanisms.
  - e. Development of a timeline for implementation and a framework for monitoring and evaluating inclusive growth.



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